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THE HONGKONG-DISPENSARY, AND KOWLOON DISPENSARY.

Hongkong, 6th August, 1908

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On August 7th, at Stokes, Burgalow, The Peak, the wife of J. Finlay Miller, of a con.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C LONDON OFFICE: 131. FLEET STREET. E.C.

Hongkons, August 8th, 1908.

Though it is a matter for deep regret that

the Government of this Colony should at the present time of severe commercial depression be required to embark on any scheme involving the expenditure of a large amount of money, we think the community will be convinced by the debate which took place in the Legislative Council Chamber on Thursday that the Government is amply justified in proceeding to construct an additional harbour of refuge for small shipping craft, though they may not consider that on the table of the Legislative Council, and the arguments of the Shipping Firms in large part reproduced in the Daily Prese, against the scheme have been convincingly refuted. The protest of the leading British, pressure on the Government to construct next Shipping Firms, which denied that any this additional shelter, and they have also real necessity exists for additional accom- shown that various schemes have been modation, came as a surprise to the fully considered without the necessity for general public when it was published a another shelter being once questioned. We month ago. It was a complete volte face, for | must recognise, in view of all that has been the need of additional accommodation had not hitherto been questioned, so far as we are aware, by a single public man in the Colony. Yet: the case the Shipping Companies made out against the scheme was not one which could be dismissed in any off-hand manner. The impression it created was that all the past agitation for an additional shelter had been panic-born, and when the public recalled the terrible suddenness of the great typhoon of the 18th September 1906, it was difficult to contest the statement \_that " for a typhoon unsignalled, as in 1906 |

situation would be of avail." The other contentions, viz: that "the area of the existing shelter at Causeway Bay is large enough forall practical purposes" "that lighters and large junks can ride at anchor as they have always done and that small craft can be well accommodated at Causeway Bay in ordinary typhoons," were contentions that we felt the Government were in a position to examine in the light of information which the Harbour Master and other competent observers were in a position to furnish. The severe typhoon of July 27-28th has desireable. since afforded a further opportunity for the collection of information on the subject, and the result is contained in the Govern ment's letter of 6th inst. in which the fact that no fewer than six steam launches, one motor-boat, 10 European lighters, and 66 junks, cargo boats and sampans were wrecked, with a loss of 45 lives, is quoted as disproving the contention of the Shipping Companies. We doubt whether this list of casualties will "convert the Shipping Companies until it is supplemented by information showing that those losses cannot be ascribed to the negligence of the persons in charge of the this expenditure a sum amounting to ing at the Magistracy against the coxwains of two launches who are charged with culpuble negligence in not proceeding to shelter when directed to do so, whereby two launches were sunk. The great majority of these losses were in the harmour, and it may very pertinently be said in reply to the COLONIAL SECRETARY'S letter that the losses would probably have been insignificant had the craft heeded the warning and sought shelter behind Stonecutters or in other similarly protected places. There can be no guarantee that similar risks will not be taken when the Mongkoktsui shelter is completed. On this last occasion the ship. ping craft had fully five hours' warning that danger was to be apprehended. The day's work was finished when the black signal was holeted at six o'clock, and steam laun- standpoint, in placing this additional impost ches, lighters and junks had no pecuniary on the shipping industry only. It inducement to remain in unprotected parts conceivable, though we hope the feare of the harbour after dark when they saw the signals warning them of the risks they were taking. We cannot say therefore that the list of casualties on the present occasion affords convincing proof of the necessity for the new shelter. HIS EXCELLENCY THE GOVERNOR, however, was able in his address to the Council to offer some proof that the sholter at Causeway Bay was inadequate on this occasion to accommodate all the lighters which sought shelter there, and het was able to give the Council information as industry which will have to pay extra to the number of vessels which sought shelter in Kowloon Bay, Hunghom Bay, is obsessed by the notion that this Colony is to have been a pett official in Hankow some off Yaumati, behind Stonecutters and in lightly taxed. With this view we entirely years ago. Chinwan Bay, a total of some 450 small disagree, and we trust that the Government craft of various descriptions, and it is, of before deciding on increased taxation will course, conceivable that, had the Mongkoktsui shelter been in existence, they might all have obtained therein that greater se\_ curity which a shelter is designed to afford. As to how many, if any, craft were lost in claim for a reduction in the compulsory these sheltered bays, HIS EXCELLENCY's

It has to be admitted that the Government has been given a strong mandate by the Community, and largely on the initia. tive of representatives of the Shipping interest, to proceed with the construction of another shelter as an urgent measure. The official papers which have been recently laid have shown how strong has been the done, that further postponement would look very much like (to use the words of the frequences which, at the eleventh hour, have been put forward by the Shipping Firms, strong as they appear to be, are not so entirely convincing as to justify the Government in going back upon its decision in the matter. At the Legislative Council the

Government found almost unanimous

support. The Hon. Mr. MURRAY STEWART."

the representative of the Chamber of

Commerce, made it perfectly clear that

speech affords no information, but the fact

that so large a number safely rode out

the storm in these places and that some-

thing like nine-tenths of the casualties

occurred among craft which had not sought

shelter, if our information on the subject is

correct—rather strengthens than weakens

the assertion of the Shipping Firms. But

if the direction of the wind had been

been worse, and therefore it would be un safe

to rely on the experience of any one

no refuge of any size or description or, personally he supported the Government on this question; he merely wished for a further postponement in the hope that the Chamber of Commerce would be likewise convinced of the validity of the reasons given by the Government. The Hon. Mr. GRESSOM did not contest, the need of another shelter, but said he had supported it on the basis of an estimate of \$600,000 of which one half would come from the Typhoon Relief Fund. The Legislative Council therefore is practically unanimously of opinion that another typhoon shelter is necessary or at least verv

have to be provided, and, but for the fact that the Government came to the decision that half the estimated cost must be obtained by the direct taxation of the shipping of the port, we should probably never have heard the need of additional accommodation questioned. The financial aspect of the matter has certainly changed since reprecentatives of the shipping interest like Mr. Hewert and Mr. Gresson committed themselves to the scheme. As Mr. Gresson explained, the original idea was that the additional shelter could be provided for a sum of about \$600,000, and that towards craft. At the present time cases are pend, about one-half would be available from the Typhoon Relief Fund. Practically the understanding was that the Government would provide almost the entire sum out of the ordinary revenues of the Colony, for the Government's promised contribution to the Typhoon Fund of an amount equal to the public subscriptions would have come out of the ordinary revenues of the Colony. But additional taxation on the shipping of the port puts an entirely different aspect on the nuestion. We can sympathise with the protest made by the shipping companies,protest made in the interests of the general trade of the port. In their Memorandum the shipping companies pointed out that they could always "even up" on rates, so that ultimately all additional taxation is met by consumers. If that is done there is little to be gained, from the general public's expressed will not be realised, that the results to the Colony's trade may be more serious than if the money had been raised by general taxation, though the outery against any proposal of that character would have been greater. We cannot indeed contemplate with equanimity the prospect at which His Excellency the Governor so plainly hinted when he remarked that he feared when the Government came to frame the budget for next year "we laxanou. The Charamant to beer ... seek a way out of its difficulties in the manner suggested by Sir HENRY BLAKE in his recent letter to the Times, viz., by pressing upon the Imperial Government the just.

> Yesterday a Chinese named Lo Wah, who is wanted to answer a charge of murder at Penang was handed over to the Straits police.

military contribution rate.

At the Magistracy Mr. J. A. Kemp fined two native restaurant keepers \$25 apiece for keeping their restaurants open during prohibited hours.

Lt. Colonel Bruce, the Superintendent of Police at Shanghai, arrived here yesterday by the Marmora, to play in the Interport Polo different the results would possibly have Match.

the less of the British s.s. "Ying King" will be held at the Marine Court on Tuesday next the 11th instant, at 10.30 a m.

So great is the business before the Supreme Court that the Chief Justice has arranged for the Puisne Judge to preside at the Criminal Sessions this month,

Invitations are being issued by Mr. B. Mori. the acting manager of the Nippen Yusen Kaisha, and by Captain F. L. Sommer and Officers to an "At Home" on board the new European liner "Kame-Maru" on Tuesday

The Emperor of Kores has had two bad teeth extracted by a Japanese dentist. This is the first surgical operation ever performed on the person-of a Korean potentate and it is said to have caused something like a panic in the

The Band of the 3rd Middlesex Regiment the Hongkong Hotel.

\_A special conference has been held in Pekin to consider the reduction of telegraph rates. but the one said to have been accepted by H. &. Chen Pi is that the rates shall be reduced by 30 per cent. It is probable that this reduction will take place at an early date.

At Mashan, northwest of Tsimehsien, Shantung, a gold mine has according to a native journal, been discovered and a German mining expert is trying to operate the mine.

The body of a European, apparently a ship's fireman, was found in the harbour on Thursday, No papers were found on deceased to reveal his identity.

The Cantonese merchants of Hankow have added handsomely to the previous remittance, sent to relieve the spfferers from the flood in the South, the total sum now reaching thirty thousand tacks.

It is rumoured that the China Merchants That being the case, the necessary funds | S. N. Co. intend to put a steamer on the Hankow Changeha run. At present there are five steamers running regularly every week - homogeneous liberal ministry. three British and two Japanese.

> The United States Government has intimated to Peking that they expect that the amounts of the war indomnity remitted to China will be used neither for the purposes of the army nor of the navy, but exclusively for educational purposes.

> In the spring next year an Imperial wedding will take place in Tokyo between H. I. H. Princess Kane, daughter of the Emperor, and H. I. H. Prince Naribisa, the second son of the late General Prince Kitashirakawa. The bride is 18 years of age and the bridegroom 22.

The Contral Government proposes to have all of China's currency made in the Government Mint in Tientsin and of one pattern, in place of the variety at present existing owing to the separate Provincial coinings. The proposal is still nuder consideration.

Their Excellencies Sum Pacchi and Lu Tsin-ching, Chinese Ministers in Berlin and Amsterdam respectively, have addressed communications to the Peking Government urging the granting of a constitution in order to meet the desires of the people.

The Central Government has advised all Tartar Generals and Imperial Chinese Residents in Inner and Outer Mongolia to take prompt steps for the recruiting of a sufficient force of police, in order to secure the Province. Reports on the recruiting and training will be required.

In recording the death of the infant daughter of Mr. and Mrs. J. B. Love, of the Tientsin Behook the other day, the "China Times" makes the remark that "the last few weeks have seen a very heavy increase in the mumber of infants' graves in the cometery."

outward bound Imperial mail steamers of their | boys to play. China and Japan line, a sufficiently long stay these ports.

of Tis. 24,000 by falsely and fraudulently secure place of refuge. If this had been representing himself to be the official represent- private undertaking it would have been stay ative of the Viceroy of Chihli, was arrested in long ere this." Szechwan lest month. He arrived in Wankow under an escort. On examination he was found

H.E. Wu Ting fang has sent a despatch to the Central Government saying that two students have passed out with distinction as civil engineers. They are Messrs. Wang King chun and Sun Tor-yu, the former is a graduate from Yale and the latter from Cornell. Herecommends that these men be brought back to China, and be given Government appointments.

The Board of Agriculture has sent a despatch to the Provinces stating that henceforward if any Companies wish to open any mines in conjunction with foreigners, or desire to employ foreign mining lawyers, these must be persons of proper address and qualifications, and particulars of these must be first forwarded to the Wai Wu Pu, Foreign-Chinese Companies at present working must also comply with the above requirements.

The Wai-wu-pu has been informed that many An inquiry into the circumstances attending of the people living on the islands along the coast of China have surreptitiously sold-their land to foreigners, to the prejudice of China's sovereignty. Official instructions have therefore been sent to the Vicercy's and Governors of maritime provinces that they are to institute investigations in order to find how far this practice has been carried, and that all person guilty thereof shall be punished without relief.

> Owing to the difficulty of engaging foreign mechanical engineers for the various assenals in China, the Central Government has decided that all Chinese subjects that have had experience of mechanical engeering are to be sent up to Pekin. From such men a selection wil be made, and of the selected some will be sent to Europe or America to take a complete course of mechanical engineering, whilst others will be appointed immediately to posts in the various argenals. Instructions to the above effect have been forwarded to all Viceroys and Governors.

The being cog aged during dinner as the money cone . According to the made as mail the Mint to play at the Hongkong Hotel, as usual, but the Government of India having been obliged will be available on the following Saturday to take eight erores of remainded in the saturday erores o evening, loth instant, to play during dinner at during the past few months, by means of sterling through the iron pipes. When all was comsupport exchange, which has resulted in plethors of rupees in the Treasuries. Gold and silver bullion continued none the less to pour Various proposals have been brought forward, into India, the imports from April 1 to the end of May having amounted in value to rupees 251 lakhs in the case of silver and rupees 11 lakhs in that of gold.

## TELEGRAMS.

LREUTER'S SERVICE.

RETURN OF PRESIDENT FALLIERES.

London, August 5th. President Fallières has returned to Paris. TURKEY.

London, August 5th. The Turkish Minister of Marine has resigned. The public, who are excited and impatient insist on the withdrawal of the

whole cabinet, and the formation of It is reported that four other ministers have resigned.

#### AIRSHIP DISASTER

London, August 5th.

Count Zeppelin's airship broke from her moorings during a gale at Stuttgart, afterwards catching fire and disappearing in the air. Count Zeppelin is safe, but there are several others injured.

#### OBITUARY.

London, August-5th. The death is announced of M. Lavino, Paris correspondent of the Times.

THE TYPHOON REFUGE.

OTHER OFINIONS

A writer to the China Critic blames the Hongkong Government-rather ungenerously, we think, in view of recent events-for not having carried out the wishes of the residents with regard to the promised typhoon shelter. The remarks in print are:

"It is well known that after the terrible typhoon of 1906, there was a Government promise that something should be done in regard to a new typhoon shelter. Nothing however, has as yet been accomplished, except that there has been some discussion, and a decided diverged ence of opinion as to how large the proposed, the verdict in favour of the respondent (the refuge shall be, and who shall be taxed to find plaintiff) be set aside on the following gounds (a) the necessary funds.

"Meanwhile, what seems very strange is that the old the at Causeway Bay is quite silted up, and is o ly available at high tide, and for The directors of the North-German Lloyd comparatively few of the boats and junks that announce that, owing to alteration in the times ply in the harbour. At half-tide, and low water, of departure from Genom and Naples of the the whole place supplies a fine level spot for

"The shipping firms are opposing the prowill now be made at Gibraltar and Algiers to posed tax, and the Government Micials are afford passengers an opportunity of visiting answering the objections, and so the the goes merrily on. Meanwhile should there be another rattling typhoon this summer, even if it should It is reported that the man who, about a be duly signalled, it seems that the bests and month ago, swindled a native bank in Hankow | other craft would find it difficult to get into a

FRANCE AND CHINESE LEELS

The French bave agreed to take action sgainst the Chinese rebels on the boundaries of Kwing-tung, Kwangsi, Yunnan and Annam, who may escape into French territory, under the following regulations.

(1) The suspected persons shall be prevented from going into the interior of Annam. (2) The cost of arresting these persons shall be paid by the Chinese Government. (3) Chinese detectives on obtaining a licence from the French may proceed to the interior for the purpose of discovering the hiding places of such persons. (4) When hiding place are discovered French soldiers will proceed, on report being lodged, to capture the rebels. (5) The Chinese shall remain within their boundaries. (6) Chinese soldiers passing the boundaries in pursuit of rebels shall hand over their arms to the French until the latter have soldiers out to capture the rebels. (7) Captured rebels shall be taken before the French court before being handed over to the Chinese Authorities, (8) Natives of Annam will not be allowed to receive any Chinese unless the latter are provided with

#### A SUCCESSFUL EXPERIMENT

During the greater-part-of last month, the water in the Sarawak River above Busau was abnormally low even for this time of year. so happened, says the Sarawak Gazette, that Mesers. The Borneo Co. Ltd. had occassion to send some heavy mining machinery to Ban and the lighter containing same left Busau about the middle of May, but owing to the shallowness of the water, it took nearly a month to reach the foot of the series of rapids below Bau landing stages Here, the highter struck, and to judge by the state of the weather there seemed but little prospect of a heavy rain coming along to assist matters by flooding the river sufficiently to enable it to go alongside the pengkallan. As the machinery was urgently required, our friends up country tried the experiment of raisthe level of the water in the river constructing a temporary dam below the lighter.

and in this they were entirely successful. A great number of gunny bags were filled with sandy loam from the banks and laid four deep across the bed of the river, which at the point in question was about 100 feet wide. After several more layers, of bags had been added and the surface of the water nearly diameter, were built firmly into the dam and

are idle, except for the coinage of small change packed tight with empty sacks. Many more layers of eandbags were then added until the structure rose about six feet above the water level, all the water in the meantime passing bills on the Secretary of State, in order to plete, the pipes were closed one by one until the water reached to within a few inches of the top of the dam, and after much exertion and shouting the lighter with its heavy and long delay freight of machinery was brought safely alongside the landing stage

The whole operation occupied about three day : about two thousand fiver hundred bags holding over 200 tons of sand were used, and over 100 coolies were engaged in the work,

#### SUPREME COURT.

Friday, August 7th.

IN ORIGINAL JURISDICTION

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE),

THE . MORTGAGE CASE.

The case in which the Hip On Insurance Company and the Hongkong and Manila Yong Sheng Insurance and Trading Company are plaintiffs entered on the fourth day of its hearing yesterday. Hon. Mr. Pollock asked if his Lordship would sit on Saturday, and his Lordship said that he did not intend to sit on Saturday. He asked if two more days would floish it, and Mr. Slade replied that he hoped to finish on Monday.

Mr. Slade said that the Imperial Bank case would come next week.

His Lordship said that in the day between the finishing of the present case and the commencement of the other he would take Bankruptey.

Mr. Pollock-It won't be much of a holiday. Sir Henry Berkeley then proceeded with his case on behalf of Kwok Yik King, and the hearing was adjourned.

#### IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

THE BUSSIAN BINE CAR. The Chief Justice and the Puisne Judge sat to hear an application by the hon. Mr. Pollock, K.C., for leave to appeal against the decision in the case Li Yau Sam y Russo-Chinese Bank, the jury having given a verdict to Li Yau Sam who claimed \$41,015.12 from the Bank.

Mr. H. E. Pollock, K.C. (instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master, appeared for the Russo-Chinese Bank, and Mr. M. Slade (instructed by Mr. Beavies o. Messrs. Wilkinson and Grist) appeared for Li

Tau-Sam.

The petitioners based their application for leave to appeal on the following grounds: 1) that judgment might be entered for them on the ground that the jury would not be warranted upon the evidence, if properly directed as to the issues and as to the law, in finding a verdict for the respondent; (2) or in default of the above order being made, that that his Honour the Chief Justice misdirected. the jury on certain points, (b) that His Honour the Chief Justice was wrong in refusing to leave to the jury certain questions submitted by counsel for the petitioners. On July 24th the Full Court dismissed the application with costs-The petitioners now asked leave to appeal to the Privy Council, and that, pending the said appeal, execution of the judgment be suspended, The application was granted.

#### EUROPEAN AND SYCES.

TROUBLE AT KOWLOON.

Before Mr. J. H. Kemp at the Magistracy of Robinson Road, Kowloon, processor against Kaku Singh, sycee, on a charge of assault, and the Indian took out a cros-summons.

Mr. J. H. Gardiner (of Messrs, Brutton and Hetti appeared for Mr. Watson, while Kaku Singh was represented by Mr. E. Davidson (of Mesers. Hestings and Hastings).

Mr. Gardiner, in opening, said the complainant owned a stable at Kowloon. He also owned a pony and had a Chinese mafoo to look after it. There were other stables in the vicinity, the owners of which engaged syces to look after their ponies. Mr. Watson, who had had his pony and majoo only about a month, had had some trouble with Indians before. On the evening of August 2nd, as he was about to take his usual ride, his attention was attracted by a noise. Looking back he saw the defendant kneeling over his boy and striking him. Complainant went back and separated them. On returning from his customary ride on the following day, as complainant gave his pony to the mafoo he was approached by the defendant, whom he warned to keep away from his stable. When Mr. Watson started for the house, the defendant, who was holding a bamboo pole. lifted it up and brought it down with great force with the intention of striking complainant. Complainant caught the blow on the hand and tried to wrench the pole from defendant. A struggle ensued, during which six other Indians came upon the scene, and they also attacked the complainant. Fortunately for him, some Europeans who witnessed the latter part of the struggle came to his rescue and drove away the other Indians, whom it has since not been possible to find.

#### Evidence was called, and the case adjourned. A DISHONEST ACCOUNTANT:

Before Mr. J. R. Wood at the Magistracy resterday Lai Pan, late accountant in the Hop Kee dried goods shop at 363, Queen's Road Central, was prosecuted by Acting Inspector Sullivan on charges of larceny and embezzlement. The evidence showed that on June 11th the defendant went to another shop which was indebted to the Hop Kee in the sum of \$106,15 collected this money and converted it to his own use. On receiving the money he chopped the receipt with the chop of the Hop Kee and

signed it. Then he left for Canton, but was entired back to Horgkong by one of the partners in the firm he had robbed and on arrival here was arrested. His Worship sentenced him to six months' imprisonment with hard

#### INTERPORT POLO.

The interport polo match between the representatives of Shanghai and Hongkong. arranged for this afternoon, has been postponed for a few days owing to the ponies not being in

#### CORRESPONDENCE.

A SERIOUS CHARGE.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR,-It is an open secret among the Chinese here that on the night of the last typhoon the Chinese crew of a river steamer owned by Chinese company were so greatly terrified, so much maddened by fear of the approaching danger, that they broke open first class saloon cabin doors to get at life belts. They terrorized the Chinese gentlemen in the cabins, and snatch ed their life belts from their persons by force. Fortunately the steamer weathered the storm and thus the matter ended. Subsequently these Saloon passengers complained to their friends on shore, and when asked why they did not bring the matter to the notice of the authorities, they explained that they were too thankful to have escaped with their lives, and so great was their joy-over deliverance from death that they could afford to forgive the wretches.

Now, Sir, this may be their view, and it is a characteristic. Chinese way putting it, but the crime is really too serious to go either unpunished or unnoticed, and would like to bring this matter to the notice of the authorities in Hongkong with a view to inquiries being made and, if chased by defendant. As he fled downstairs possible, punishment meted out to the cowardly wretches, who are still employed on that British steamer. In their present position they are to the Pay Office where he saw three officers. dangerous inasmuch as they are able to repeat but as they had no time to speak to him he the crime in times of emergency. There is no went to the Magistracy and took out a summons. doubt about the accuracy of this statement. The facts were given by passengers, who are by the way wealthy and influential men in Canton. -Yours &c.

Canton, 6th August, 1908.

CANTON.

[FROM OUR CORRESPONDENT.]

August Sth.

TRUTH.

THE FLOOD FUND BAZAAR. The opening of the Bazaar took place -yesterday with the usual coromonies in the presence of distinguished guests and a great concourse of people who had come from the neighbouring ports and towns.

His Excellency Vicercy Chang was unable t attend owing to the day being an official mourning day. Most of the foreign Consuls and the leading foreign esidents attended the ceremony which was presided over by Ex-Governor Tang-

Shin-Chenk. As in Hongkong, high prices were paid for small articles. The Viceroy's wife purchased a small embroidered picture for \$1,000, M1 .Lo Yues Shoun paid \$1,000 for a small square of embroidered characters, and a bottle of lemonade was purchased for \$1,000 by a wealthy

Chinaman. A copy of the first issue of a newspaper 144 years ago, was put up for anotion and knocked down to another philanthropist for \$400. Mr Fung Wa Chun, of Hongkong, who was appointed general adviser to the Bazzar Committee, made numerous purchases. The sale was brisk and over \$10,000 were netted on the opening day. The Bazzar will continue for the next six days and bids fair to be as huge success as that held in your port.

The proceeds of the first two days amount to

CANTON-MANKOW RAILWAY.

His Excellency Chang Chi Tung, Chief Superintendent of the above railway, has cabled to the President here to dismiss many supernumerary employees of the Company. He is also sending several special deputies to Canton to have a thorough investigation into the affairs of the Company.

ADOLITION OF MANCHU COURT.

The Board of Punishment has wired to the local authorities to abolish the Manchu Cour which was established for the exclusive purpose of trying cases in which Manchus and Banner man were involved. Henceforth all cases will be tried by the Nam Hoi and Poon Yu Magistrates. SEARCH FOR FIBE ARMS.

The Waiwupu has telegraphed to I. M Customs here stating that in future all seizures of firearms above four pieces and four cartridges will be considered as an important seizure and a serious offence. They request the Customs Authorities to make rigid search for firearms.

OBSERVATORY FOR CANTON. Owing to the great destruction of property and loss of life in the recent typhoon H.E. Vicercy Chang has given instructions to the Commissioner of Customs here to establish an Observatory and erect three stations in the Harbour for hoisting typhoon signals to warn the public of approaching typhoons.

I.M. CUSTOMS TRAINING COLLEGE. Out of 286 candidates who went in for the preliminary examination for admission into the I.M. Customs Training College at Peking only 80 of them passed the first part of the examination and I have great pleasure in reporting that about half the number who passed are students from Hongkong colleges | New Crop tess from Hankow and Foodbow, nd schools. The second part of the preliminary examination will commence on the 11th instant.

#### A NAIVE REQUEST.

With regard to the appointment of H.E. Correct Teng Shan-vi as special Imperial Commissioner to the U.S.A. the idea, says an exchange, in to show those leading Christian mations of Europe that they should also follow. the good example set before them by America and return the surplus of their respective portions of the 1900 Boxer indemnity, to this Empire which is so hard-pressed for money, for d the introduction of Western reforms at the present time.

The Chinese Government first intended to send H.E. Liang-Tun-yen, junior vice-President of the Waiwupu, as special Commissioner, but he declined it, and his old school-mate. Governor Tang, was then selected for the mission. Both Taug and Liang were graduates of the

Yale University, so that they are fully acquainted with the conditions of life in U.S.A.

THE LOQUACIOUS STRAITS CHINAMAN.

AND "AN ILL-HUMOUERD SDRGWANT."

A case of more than usual interest was heard before Mr. J. B. Wood at the Magistracy yesterday when Lau Kam Wan, washerman, summoned Sergeant Taylor of the 25th Co., Treasury. The members of the committee were Royal Engineers, for assault. Defendant was represented by Mr. G. E. Morrell (of Messra-Goldring, Barlow and Morrell).

Complainant stated that he had been washing for two years for the 40th Co. Royal Engineers. On the 1st instant he went to Wellington Barracks to collect money. At about noon he saw Sergeant Taylor and told him that be had washed 77 pieces of clothing for him for which the amount due was \$2.31 Defendant told him that he had lost a white handkershief and a pillow case, and he must return them before he was paid. Complainant went back to his shop, and returned later to the barracks with the missing articles. He saw the Sergeant again, and the latter took him to his room where he produced a pair of white trousers which, he said, had been destroyed in washing. Then the defendant, without saying anything, struck him three times on the face. Witness rap, and was his hat fell off, and he nearly fell too. Defendant threw his hat after him. He went He did not lose any of defendant's clothing.

His Worship-Are they (the pieces of clothing produced) the same, or some that you

Complainant-These are new. I bought them. Proceeding, complainant said that defendant blackened his lower lip and loosened one of his teeth. He worked for complainant till the 20th ultimo, but was told he was not a good humoured

Cross-examined: The 40th Co. have "sacked" you, haven't they?-I haven't done any work the desirability or otherwise of some form of for them this month.

washing?-No. It is only that the defendant and some of the goldiers lodged complaints. The clothing in Court you never delivered to the defendant. You bought the articles new

and brought them to Court?-He told me to go back and get his clothing for him. As a matter of fact, I did not lose his articles. In the defendant's room you got very excited and talked as only a Straits Chinaman can

talk ?-I did not say anything. You mean to come here and swear that the defendant hit you without your having said

anything? Do you expect the magistrate to believe that ?-He spoke to me, but before I could reply he hit me.

He told you to get out?—He didn't. Why should be tell me to get out? I'll tell you why he told you to get out. Because you were talking to him in a most excited manner !- I said nothing at all.

What did he hit you with?—His fist. Let us have a look at your face. Where are

the marks !- Seven days are passed now. You were taken by the shoulders and pushed out of his room weren't you?-No, he struck

me and I ran away. Sergeant Taylor said the complainant washed for him for two months: The first month he was very unsatisfactory, but when defendant complained he promised to do better. The second month he went from bad to worse. Before his contract terminated with the 40th Co. witness had lost four articles of clothing. When defendant saw complainant, who had left a pair of broken kneed trousers in his bunk during his absence, he called him into his room to speak to him. Defendant saked him what he meant by returning such things. Complainant refused to replace them, so defendant asked him to leave. The washerman continued to talk and defendant threatened to push him out if he did not go. As he still refused the Sergeant pushed him out, and when he saw him later threatened to sue him if he did not replace the missing

Sergeant Saunders of the 40th Co. Royal Engineers, testified to seeing the complainant after he had been turned out of defendant's There were no marks on his face, Complainant went to witness about his money. but the captain said he was not to be paid until all the men's clothing was found to be correct. His Worship dismissed the summons,

CHINA TEA IN THE LONDON MARKET.

Messrs. Walker, Lambe and Co. write :-New Season's Monings from Hankow wer placed on the market late on 6th July. In al about 4,000 half-chests have been shown. Bidding has been only on a moderate scale. finest Kamuns a few small parcels from 1s. 5d. to 1s. 9d. per lb., have changed bands, and in Medium grades from 1s. to 1s. 3d. per lb. In all Teas below these prices very few sales have as yet been recorded, 9d. being about the

lowest quotation. Messrs. Wm. Jas. and Hy. Thompson report: -The "Victoria" arrived on 6th July with comprising 3.431 packages and 4,376 in transit. One small catalogue was printed containing 412 packages, but buyers showed little anxiety to possess any particular grade. Green Tea:which being unattractive sold at rather easier rates. Privately :- Since the quality of the

first corsignment of Kintucks and Keemuns steady business has been done, and we learn that fully half the shipment has been dispessed.

of, prices ranging from 1td, to 1s. 10d. per lb. Mesers. Lloyd. Matheson and Carritt state:-The special feature of this week's market has been the arrival, per steamer "victoria." of the first shipment of New Crop black leaf Congous. The quality is considered very good and superior to last year's early consignments. The tess were placed before the trade on 6th inst., and sales are reported in good medium to been placed at 1s. 5d. to 1s. 9d. per lb. Green. Tea :- A small business passing in Gunpowders living and of manufacture, which may even at and Sow Mees, showing no change in prices.

WAR RISKS OF SHIPPING.

The committee appointed by the Treasury consider the question of a national guarantee for the risks of shipping in time of war has made its report to the Lords Commissioners of the Austen Chamberlain, M.P. (chairman Sir B. B. Finlay, K.C., Sir Thomas Glen-Coats, M.P., Sir J. L. Mackay, Sir George S. Clarke, Sir George H. Murray, Captain Sir Charles L. Ottley, R.N., Sir H. Llewellyn Smith, Mr. E.

Beauchamp, M.P., Mr. H. N. Gladstone, Mr. . Huth Jackson, and Mr. Lindley. The reference to the committee was in the following terms :-

To consider and report— (a) Whether it is desirable that the State should undertake to make good to shipowners and traders losses incurred through the capture of shipping by the enemy in time of war. If so, whether such indenity should gratuitously or should be coun payment of premiums calculated to State—either wholly or in part—for be incurred. (c) What conditions to attached to the grant of the indemnic what arrangements should be made ic. proper working of the scheme.

The committee examined 29 witnesses,

whom eight were underwriters, three were, had been, in responible positions under the Admiralty, seven were shipowners or shipowners' representatives, four were bankers or bill brokers, one was an average adjuster, two were representatives of mutual indemnity associations, and the remaining four were Loro Balfour of Burleigh, chairman of the Commission on Food Supplies, Mr. T. Gibson Bowles, Sir Robert Giffen, and Mr. J. St. Lee Struckey. "The diversity of views prevailing both as to the desirability and results of State action is remarkable," the committee say in their report, "and bears testimony to the complexity of the subject which has been referred to us. It extends to almost every point of our inquiry, and bearing in mind the special competence of the witnesses in the subjects on which they were examined, must be held to show how speculative are even the best considered opinions as to the probable course of events in a great naval struggle."

The report discusses the questions under these two main heads:-"Considerations affecting nt long guarantee "and "Questions incidental to the adoption of any scheme of national That is owing to your unsatisfactory guarantee." For the purposes of the inquiry it has been assumed by the committee through-

> (a) That the British Fleet would be strong enough to secure and thereafter to maintain command of the sea.

not feel justified in offering any opinion upon

SUMMARY OF CONCLUSIONS. The following is the text of the Summary of Conclusions, the references to preceding paragraphs of the report being omitted :---

Having finished our survey of the evidence, and having passed in review the principals which arose in the course of our inquiry, we are now in a position to summarize the conclusions at which we have arrived. We have already stated that the evidence on almost every point was of a most conflicting character. From the nature of the inquiry committed to us this was inevitable. Material for forming a conclusive judgment is not available, and the major portion of the evidence given by witnesses dealt necessarily with matters of opinion on which others equally competent might, and often did, express diametrically contrary views. We recognize that in the mass of evidence given before our Committee, or recorded in the Blue Books of the Royal Commission on Food Supplies. there is much which would support a different conclusion from that at which we have arrived but, after giving full weight to these diverse opinions, we are of opinion that it is not desirable that the State should undertake to make good to shipowners or traders the losses incurred by them through the capture of shipping by the enemy in the time of war.

The advocates of such a proposal argue that in the absence of a National Guarantee the shipping industry and oversea trade of the United Kingdom will be thrown into confusion on the outbreak of naval war between this country and any other great naval Power; that shipping will be laid up or transferred to neutral flags; that insurance against war risks will be impossible, or possible only at probibitive rates; and, consequently, that the prices of food stuffs and raw materials will rise to such an extent as seriously to affect the national life; whilst the strategic dispositions of the Admiralty will be hampered and perhaps over-ridden by the clamour of public opinion alarmed at the interruption of our trade, and inflamed by the scenes of distress to which that interuption would give rise.

gerated. We think, for the reasons already different form, they would receive no given, that, assuming the maintenance of an compensation. adequate naval force, there is little danger of British shipping being laid up on any large scale at any rate for any long period. There is more likelihood of transfers to a neutral flag being attempted, but when due allowance is made for the difficulties of the operation and for the uncertainty surrounded the question of contraband and the consequent inscentity of neutral ships and their cargoes, it seems improbable that they will affect any considerable.

proportion of the mercantile marine. Some loss must, however, be expected under each of these heads, and in so far as it takes the form of transfer, it might be permanentand attended with some loss of trade.

As regards the ordinary facilities for insurance it does not appear that there was ever real difficulty in securing a quotation in the past, The offerings consisted of 547 packages, and though it seems to be supposed in some quarters that rates have often been fixed too high, and that underwriters have been accustomted to adequately to protect itself. make unduly large profits out of them, the offered as the market has proved satisfactory, as evidence we have collected does not bear out this tive Nor bea it been proved that in future wars the market would be so restricted or the

rates so prohibitive as to necessitate interfere by the State. It-is impossible to give any estimate of what the rates are likely to be in any future war in which we may be engaged, or to very vary with the circumstances and the episodes of the particular struggle. That the rates will be sometimes high enough to handicap fine grades of Keemuns from 11d. to 1s. 8d. per seriously particular trades must, we think, be lb.; a few choice parcels of Kintucks have also admitted as probable. This will almost certain ly produce some increase in the cost both of times be serious.

AN IMPERENCE REMEDY.

But it is obvious that any National Guarantee for losses offers a very imperfect remedy for this particular evil. Such a guarantee would tend to prevent shipowners from laying up or transferring their ships, but could not of itself secure the safe arrival of ships and cargoes. This is the work of the Navy, and the Navy alone, and it is important that nothing should be allowed to obscure this vital portion of its duty. For prices, in so far as they are affected by sea risks, will in the main depend not upon the number of ships which put to sea, but on the proportion of voyages which are successfully completed. The fact that the merchant or the shipowner was compensated by the State for his loss would afford no relief to the nation which was deprived of its supplies. At best it could only relieve the consumer of that portion of the enhanced cost which represented the actual amount of the premiums otherwise payable; but in our opinion this would be only one, and by no means the most important, of the factors controlling prices. At this point, therefore, we reach the conclusion that the dangers to be apprehended from our present situation, and the advantages which could under any circumstance be secured by a National Guarantee, are neither of them so great as the advocates of such proposals have generally supposed. We admit, however, that these dangers do exist to some extent, and that a suitable scheme of National Guarantee, if such could be devised, would diminish though it could not absolutely remove them.

Can, then, such a scheme be devised, and do the advantages which it is capable of conferring, outweigh the disadvantages which are inherent in any proposal of the kind?

It will be seen from the preceding paragraphs Evidence, that we have given no small portion of our time and attention to these two questions. for it is upon the answer which is made to then that the final decision upon the subject of our Inquiry must turn.

As it appeared to us that the war charges on neutrals would be not inconsiderable, and that the offer of a free indemnity would not merely prevent the owner of a British ship from being unduly handicapped in his competition with the neutral, but would notually place him in better position than he occupies in time of peace, it was natural to prefer a contributory scheme if such could be devised. Several plans of this kind were suggested to us. They are examined at some length in this Report; but the conclusion to which we are forced is that they are none of them practicable, and that if a National Guarantee is to be given at all it will be necessay that it should take the form of a free

indemnity,

but this objection is not in itself conclusive. (b) That the laws of maritime warfare, If, however, the whole cost of the losses of ship including, the laws regulating capture, contra- and cargoes is to be transferred from the band of war, the right of search, &c., would shoulders of the owners to those of the taxpayer, any previous study of a somewhat difficult it becomes additionally important to form some evidently held strong views as to the necessity | idea what the extent of this burden would be. for a revision (whether in the direction of a | Unfortunately no materials exist for such a reversal or an extension) of the principles of calculation. The various estimates laid before the Declaration of Paris. But this subject was | us started from widely different hypotheses, and outside the scope of our reference, and we do | differed largely in amount. There is little to guide any one desirous of making a choice among them, which at best can only he the result of a number of assumptions, any one of which may be disputed. We confine ourselves therefore to the statement of our opinion that though the proportion of losses may be small, the aggregate amount involved might be considerable. Spread over the vast volume of our mercantile marine it might form but a small percentage of the total, and might involve on the average only a moderate rate of insurance; but re aided as a sum which itwould be necessary for the Chancellor of the Exchequer to provide from taxes or leans at a time of great financial stress it would be a very formidable addition to the burdens of the taxpayer and the difficulties of the Treasury. Nor can we admit the validity of the plea neged by period, during which insurance is, as one some of the witnesses that the total loss to the nation would in any case be the same, and that would be more fairly distributed through taxation than if left to find its way to consumers through the ordinary channels of trade. It, difficult to apply this argument to the case of imported luxuries, such as diamonds or ostrich feathers, for it is obviously unfair to keep down the price of these for the benefit of the comparatively few wealthy people who purchase them at the expense of the whole body of taxpayers throughout the kingdom. Yet it was generally admitted that no distinction could be made in practice between lumnies and necessities. Both are important to the maintenance of our shipping, as affording freight, and both affect the interests of the labouring population, either as consumers or as workers. But there is another and a stronger objection to the transfer of these labilities to the State. Shippers, and shipowners have full control over their ventures; the taxpayer cao best, exert but an indirect and imperfect supervision. Shipowners and merchants may make heavy losses, but they may also expect correspondingly high profits on successful ventures. If the transfer be allowed the losses will fall on the taxpayers at large, but the profits will be retained by individuals. Lastly, the laxpayers who would be thus called upon to make good the losses of individuals concerned in a particular form of trading would themselves In our opinion these apprehensions and the | be in many cases large sufferers from the same efficacy of the suggested remedy are exag- causes; but, as in their case the loss took a

AN INCREASE OF RISK.

To these objections must be added the effect of an indemnity in tending to cause the transfer of goods from foreign to British ownership before instead of after the voyage, thus increasing the amount of British property at risk; the influence which the knowledge of the existence of such an indemnity must almost inevitably exercise upon decisions in the Enemy's Prize Courts, by increasing their tendency to condemn and by weakening the inducement to neutral owners to prosecute vigorous'y their claims for release of their goods when seiz d in British ships; the difficulty of exercising the necessary Admiralty control over voyage, and its probable bad eff of on the initiative and enterprise of masters of vessels and the serious danger of franculent claims, against which the State would be unable Channel, I per cent. (e) Entrance of English

but their cumulative effect is formidable. cent. (h) Entrance of Channels to North Taken together they outwelgh, in our opinion, in works west Indies, I per cent. (i) Suez or any possible advantager, limited as we believe the Cape to Australia or the East, 7 per cent, these advantages to be, which might be derived | Under this schedule a vessel and cargo on the settlement of claims are themselves a formidable do they appear, and we are unable of risk which might prevent our shipping from

FIRE Following CLARETS are Selected Qualities from World renowned BORDEAUX Houses whose Wines have been in this Market for the Past Fifteen Years.

The Fact that their Sale Increases from Year to Year Proves that their Quality is Appreciated and their Price Reasonable.

Per	r Doz.	Qts.	Per	Doz.	Pts.	
MEDOC Nice-Luncheon-Wines	<b>\$</b> 5.50			\$3.25		
ST. EMILIEN, Good Dinner Wine	6.50			3.75		
ST. JULIEN, Superb Dinner Wine	8.00	· · · · · · ·		4.50		:
ST. ESTEPHE, Superior Fine Flavour	10.00	جامان معرب		5.50	•	-
COS. ST. MICHEL,, " " "	12.50	· '	· <u></u> ·	6.75	-	
CHATEAU LAROSE, High Class Wine	13.00			7.00	•	

#### CO. LTD.

TELEPHONE No. 135.

WINE, SPIRIT & CIGAR MERCHANTS. 12, QUEEN'S ROAD CENTRA

Hongkong, 28th July, 1908.

o discern any solution of them which is not open to serious criticism and even to grave

If the dangers by which our commerce and: industry are threat med were as great as they appear to the advocates of such schemes, or if the remedy provided by a National Guarantee in any form were complete, it might perhaps be worth while to face the enormous administrative difficulties involved in the adoption of a scheme, to accept the risk or even the cartainty of having to pay some fraudulent claims, and take the financial leap in the dark involved in accepting an unknown, but in any case considerof this Report, and from the Minutes of able, financial liability. But this course could only be justified if the case against inaction were over whelming and the remedy certain and complete. In our opinion neither of these conditions holds good, and we are therefore unable to recommed the adoption of any form of National Guarantee against the war risks of shipping and maritime trade, except that which is provided by the maintenance of a powerful

> We desire to record our obligations to our Secretary, Mr. George H. Duckworth, for the very valuable assistance which he has given us both during the progress of our inquiry and

in the preparation of our Report, The report is not signed by Sir George Clarke, who, although he had heard the whole of the evidence, was obliged to take up his appointment as Governor of Bombay before the report was drafted. Sir Charles Ottley signed the report with the following reservation :- "I think it would be very regrettable if our inability to recommend State action to day should come This is in itself undesirable, for as, already to be regarded as definitive proof of the uselessness and impracticability under any circumstated, it gives the guaranteed something more. stances in the future of any scheme of national than on any view of the case is entitled to claim: guarantee." Sir Charles Ottley is also in full agreement with Sir George Clarke that " many of our witnesses were evidently unprepared by

> MEMORANDUM BY SIR GEORGE CLARKS. A memorandum by Sir George Clarke is appended to the report. In the course of a full examination of the subject Sir George Clarke

Having regard to the opinion of the majority of witnesses, to the strong support of the Royal Commission on Food Supply, to reasonable probability, to the representations of Chambers of Commerce and to such solual experience as is available, I have come to the conclusion that State action is necessary. I believe that the exaggeration of war risks leading to excessive and violently-fluctuating insurance rates, to the weakening of the values of policies or securities. and possibly to the closing of insurance markets, might, by imposing a serious check upon the operations of the Mercantile Marine, entail grave national danger. After the early stages of war have passed it is to be expected that estimates of maritine risks will be begin to approximate to true standards. This early witness admitted, a system of betting against capture, must, therefore, be regarded as critical. If the State can succeed in steadying rates until they rest upon a reasoned basis, all that is neces-Bary will be attained. From the national point of view, it is the over-estimate of risk, with all the consequences involved, that has to be feared. not the actual captures, which, if the Navy maintained at an adequate strength, and is effectively directed, will not reach such dimensions as to constitute a public danger.

On the other hand, experience has shown that a material rise in war risk premiums does not check maritime operations, and, as a small majority of witnesses agreed, there is no valid objection to the principle of a limited ad valorem contribution levied on shipping and cargoes. A system based on this principle, must, however, be thoroughly practicable, and ready to come into use whenever the necessity arises without dislocating business methods, or imposing harassing conditions on the trading | closes at 747. community.

I consider that it is absolutely impossible for the State to set up an Insurance Department at the outset of war. The magnitude and multitude of the transactions involved would\_alone suffice to render any such scheme impracticable. Government Departments have no experience of insurance business, and it would, therefore, be necessary to invoke the mid of a large body of experts, who could not be expected to examine the situation with the anxious care which is necessitated by personal liabilities. Moreover, if under such a system insurance rates fluctuated considerably from day to day, the advantage from the point of view of the maritime interests would be heavily discounted. It is, therefore, natural that many witnesses, who conceived or no alternative except a State Insurance Depart. ment, should have declared for free indemnity. On the other hand, if the St-te were to lay

down a schedule of rates corresponding to somes of voyages, and to empower established insurance offic s to issue policies on commission, the practical difficulties will be found to disappear. The object of the State being simply to prevent excessive fluctuation of rates by laying down a limit. I consider that a schedule on the f llowing lines would folfil all ressonable requirements. - (a) Vessels crossing the English entering the Baltic, 1 per cent, (c) passing through the English Channel, & per cent., (d) Vessels passing through the Irish

or Irish Channel to Gibraltar, 1 per cent. No one of these objections is necessarily fatal (f) M. diterraneau, 1 per cent (g) Entrance by itself to the idea of a National Guarantee of Channels to Cape or South America, 1 per

from such a proposal. But if any doubt still proceeding from London to Australia would be remains as to the answ r to be given to the charged 1+1+1+1=21 per cent vice the Suezextent of the facilities would be. They will question referred to us, we think it would be Canal or 1+1+1=21 per cent, via the Cape. a consideration of the administrative difficulties While the system of indemnity at fixed rates | Ices can be placed at \$235, and Dairy Farms at inseparable from any scheme of National is the only one that I am able to support, I \$194. Guara tee which are discussed and developed | desire to emphasize the view that such a movein this Report. The immense difficulties ment of shipping in weres is vital to our national attendant of the determination of values, and needs can be secured by naval means alone. No system of State indemnity can do more than serious obstacle to the adoption of a y scheme. provide a safeguard against the effects of an The more closely they are examined, the more exaggerated and violently fluctuating estimate

Young Woman Found in Awful Condition with Scabies—Body a Mass of Sores from Scratching—Tried Many Remedies for Seven Weeks -Result Was Discouraging, But

#### ITCHING TORTURES YIELDED TO CUTICURA

"While I was doing missionary work in the lower portion of several cities found it necessary to know a little of the efficacy of a few medicines and after a while I found that a little knowledge of Cuticura was about all I needed. One of the very bad cases I had to deal with was that or a young woman who had come to us not only broken in spirit but in a most awful condition physically. Our doctor examined her and told us that she had scables (the itch), incipient paresis, rheumatism, etc., brought on from exposure and the effects of her ragged-edged life. Her poor body was a mass of sores from cratching and she was not able to retain solid food. We tried many things, a good tonic was prescribed and batha with a rubbing of lard and sulphur. We worked hard for seven weeks and you can imagine how discouraged we were when, after all that time, we could see so little improvement. One day I happened to see a Cuticura advertisement teiling how a little baby had been cured of a bad case of skin eruption, and although I had but 97-cents (four chillings) with me, I bought a cake of Cuticura Soap and a bottle of Cuticura Resolvent, When I reached home was like a child with a new toy, and we bathed our patient well and gave her a full dose of the Resolvent. She slept that night better than she had since she had been with us and the next day I located the price of a box of Cuticura Ointment. I am not exaggerating when I say that in exactly five weeks this young woman was able to look for a position, being strong enough to work and full of ambition. In another month she left the home, strong and well. Laura Jane Bates, 85 Fifth Ave., New York, N. Y., U. S. A., Mar. 41, '07.' Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

Complete External and Internal Treatment for Every Humour of Infants, Children, and Adults consists of Cuticura Scap to Cleanse the Skin, Cuticura Consists of Cuticura Resolvent Pills (Chocolate Costed) to Purify the Blood. A Single Set often Cures. Sold throughout the world. Depois: London, Cures. Sold throughout the world. Depois: London, Cures. Bold through & Co., Sydney: Potter Drug & Chem. Corp., Bole Prope. 48-9 going to sea with the grave results entailed. The extreme sensitiveness and the liability to papic which characterise modern commerce suffice, in my opinion, to justify the measures advocated. If the essential condition-that effective naval protection will be forthcoming in war-is fulfilled, as I believe it can be fulfilled.

Complete External and Internal Treatment for

JOINT STOCK SHARES.

no undue burdes will be thrown upon the State.

Messre. Vernon & Smyth say in their weekly share report, dated Hongkong 7th Aug. 1908,-Business during the past week has ruled dull almost to the point of stagnation, and we have few transactions to report. Bar silver is quoted in London at 24-3/16d, and sterling exchange at 1s. 9-7/16. T/T. The T/T. rate on Shanghai

BANKS .- Hougkong and Shanghais have ruled steady with small sales and further small buyers at \$770. London is still quoted at £79. Nationals have not been dealt in but are wanted

MARINE Insulances.—Unions have been booked at the reduced rate of \$760, and are wanted in small lots at that figure. There are buyers of North-Chinas at Tls. 78, and of Yangtszes at \$156. FIRE INSURANCES .- Hongkongs continue on

offer at \$315, but Chinas are again in demand

SHIPPING.—Hongkong, Canton and Macaos have been booked, and more shares are available at \$29. Star Ferries (old) are procurable at \$25, but there are buyers of the new issue at \$15. after small sales at the rate. Other stocks under this heading are unchanged and without

REFINERIES.—No business is reported in this section, and quotations are unchanged. MINING.—A sale of Raubs at 87 is reported: Charbonnages continue in request at \$580.

DOCKS, WHARVES AND GODOWNS .- Hongkong and Whampoa Docks are easier with sellers at \$105, and probable buyers at \$103. Kowloon Wharves have been done at the reduced rate of \$15 and are wanted, Shanghai Docks Channel or North Sea 2 per cent, (b) Vessels are quiet at Tls. 84, and New Amoy Docks at 891. Shanghai and Hongkew Wharves have dropped in the North to Tla 180 with sellers.

LANDS, HOTELS AND BUILDINGS.-We have no business to report. Hongkong Hotels have declined to \$80, but at this rate a few shares can be placed. Humphreys Estates are still on offer at \$10. COTTON M LLS.—There is no business to

report, and quotations are without change. MISCRILLANGUES - China Borneos are procurable at \$104, and Green Island Cements at \$10.65. There are buyers of China Providents at the improved rate of \$91. Electrics at \$161, and Steam Laundries at \$51.

LATEST STEAMER MOVEMENTS.

The Danish str. Cathay left Singapore on the 6th inst. p.m., and may be expected here on or about the 13th inst. a.m.

Advertisements and Bubscriptions which are no erdered for a fixed period will be continued until countermanded. Orders for entra copies of DARLY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only sup-

plied for Cash. NEW ADVERTISEMENTS

TO LET.

DERRINGTON, Peak Road, below L.R.C. Tennis Courts. From lat September 2.0. The Property is also FOR SALE. For Particulars apply to-SUHROBTER

Care of GARRELS, BORRNER & Co.. King's Buildings, 3rd Floor. Hongkong, 8th August, 1908.

THE CHINA COMMERCIAL 8.8 COMPANY, LIMITED.

OTICE IS HEREBY GIVEN that at a Meeting of the Board of Directors of the above Company held on the 27th day of the past. July, 1908, Mr. WONG MANAI was Appointed as GENERAL MANAGER of the Company during the absence from the Colony of the present GENERAL MANAGER, MR. WONG KWONG CHUNG. WONG KWONG CHUNG,

General Manager. CHOI SER CHUEN,

Hongkong, 8th August, 1908. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW · / THE Company's Steamship

" HAIMUN.' Captain Robson, will be despatched for the above Ports on TUESDAY, the 11th inst., at 2 P.M. A reduction of 20 per cent. on First Class Fares to Foochow, will be made during the Months of August and September. For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 8th Angust, 1908.

NOTICE TO CONSIGNEES. THATE P.-& O. S. N. Co.'s Steamer

"BANCA." FROM BOMBAY, COLOMBO AND STRAITS.

Hongkong and Kowloon Wharf and Godown ning of 1908 when he was discharged and HALL, Hongkong, on SATURDAY, the 22nd Company's Godowns at Kowloon here each consignment will be sorted out man by mark It having recently been discovered that the of receiving the Report of the Court of and delivery can be obtained as soon as the goods are landed. Optional goods will be landed here unless

instructions are given to the contrary within 6 hours. Goods not cleared by the 13th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignes's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the

Godowns, F. J. ABBOTT. Acting Superintendent. Hongkong, 7th August, 1808.

TITHE HONGKONG WEEKLY PRESS and . CHINA OVERLAND TRADE REPORT is now ready and contains ;-Epitome of the Week's News.

Leading Articles: . Agricultural Experiments in Hongkong. Japan and Kores.

Chinese Blavery." The Reform Movement in China. Random Reflections. Hongkong Legislative Council.

-The Typhcon. Messages of Sympathy. The Typhoon Shelter. Unlawful Possession of Opium. A Famous Perjury Case. Russians Stize a Japanese Vessel, Hongkong Sanitary Board. Marriage of Miss C. D. Lloyd. Promounde Concert. Singing Birds in Hongkong. The Proposed Typhoon Shelter.

An Appeal. The Fakumen Railway Question. The American Flest in Hongkong. The Death of Mr. R. M. Maze, Japan and China, Naval Yard Extensions. Sapreme Court.

Hougkong. Canton. Bell's Asbestos Eastern Agency, Ltd. Commercial. Shipping.

Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies. Subscription: \$12 per annum, payable in

advance; postage \$2. Hongkong, 8th August, 1908.

NOTICE.

THE COMMITTEE of the YUK KIU KAU\_CHAI CHARITABLE IN-STITUTION beg to acknowledge, with grateful thanks, the Subscriptions mentioned below for the Flood Relief Fund for the Yuk Kiu Village in the Hock Shan District, in the Shiu Hing Prefecture :-Wm. Meyerink & Co. ... \$200

Garrels, Bo. ner & Co. ... Hollard-China Trading Cor.,

E. D. Sassoon & Co. .... 100 Arnhold, Karberg & Co. ... Jebsen & Co.... Schuldt & Co. Carlowitz & Co. ... Butterfield & Swire David Sassoon & Co.... Jardine, Matheson & Co. - ... Java-China-Japan Lijn Reiss & Co. Hamburg-Amerika Linie Austrian Lloyd's S. N. Co... 100

82,550

Hongkeng, 7th August, 1908.

INTIMATIONS

OBAKA SHOSEN KAISHA HONGKONG OFFICE.

TOTICE IS HEREBY GIVEN that the Undersigned has To-day RESUMED CHARGE of this Office. T. ARIMA.

Manager, Hongkong, 6th August, 1908.

WANTED.

DOOK-KEEPER to Work in Spare Time. Apply— Care of "Daily Press" Office. Hongkong, 5th August, 1908.

TATE beg to inform our numerous Customers and the General Public that we have REMOVED our business premises

REMOVAL NOTICE.

No. 14, QUEEN'S ROAD CENTRAL, Corner of Zeiland Street, where we hope the same patronage will be extended to us as in

HOOSAIN-ALI & Co.

Honglong, 27th July, 1908. NOTICE OF REMOVAL.

TIME Undersigned beg to notify their Customers and the General Public that they have REMOVED to No. 27, DES VŒUX BOAD CENTRAL, opposite the P. & O. Co.'s

A new variety of ARTISTIC PICTORIAL POST CARDS, ASIATIC and FOREIGN POSTAGE STAMPS and all Philatelic Goods are now exhibited at their Show-Room, and a Great Assortment of Manila Cigars and CICARETTES, as well as Novels, Albums, &c., &c., are for Sale at moderate prices.

GRACA & CO. 27. Des Vonx Road. Hongkong, 7th August, 1908.

NOTICE.

NITOTICE IS HEREBY GIVEN that tors and Auditors. the Business of NG YU, alias Kwong HING LOONG (a name well-known to Foreigners), Matting Dealer, of Ngao-Chow Tai- 11th August, both days inclusive. kai, Honam, Canton, was purchased from Kam IU Woon, in the year 1904, and the Firm was henceforth known as No Kr. alias Kwong HING LOONG, and the aforesaid KAM IU-WOON was employed as a Broker to secure orders. In the year 1905 WONG THE LAN became HONGKONG & SHANGHAI BANKING Sole Proprietor of the business, having bought out all the other Sharelolders, The name of the Shop was thereupon changed from No Ki Consignees of Cargo by the above-named to NG YU alias KWONG HING LOONG, versel are hereby informed that their goods are and KAM IU WOON still remained in the MEETING of the SHAREHOLDERS in being landed and placed AT THEIR RISK in the employ of the Firm as Broker, until the begin- this Corporation will be held at the CITY

ceased to be connected with the Firm. been forged by some person or persons with Accounts to 30th June, 1908, intent to defraud, the PUBLIC ARE HERE-BY WARNED against such fraudulent

NG YU, KWONG HING LOONG, Matting Dealer. Ngao-chow Tai-kai, Honam, Canton. Hongkong, 3rd August, 1908.

PRIVATE BOARD AND RESIDENCE

RS. GILLANDERS "CLAREMONT," 2 & 4 KENNEDY ROAD.

Hongkong, 9th February, 1907

CIEN TING

SURGEON DENTIST. No. 10, D'AUGILAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY. 93, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Rongkong, 17th April, 1907.

AVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO.

Sole Agents.

ON SALE. TOUND VOLUMES of the HONGKONG WEEKLY PRESS. January to June 1908. With INDEX. Price \$7.50.

On sale at the "Hongkong Daily Press" Hongkong 23rd July 1908

LING & CO.. 19. QUEEN'S ROAD CENTRAL (Next to Mossrs. KUHN & KOMOR).

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 81st July, 1907.

> RATTAN AND GRASS FURNITURE MAKER CHAIRE, TABLER, SETTRES &

LONG CRATER BAMBOO BLINDS. MATTINGS in all colours on Sale.

All Orders receive prompt attention. 59A, QUEEN'S ROAD CENTRAL. HONGKONG.

Hongkong, 20th February, 1908.

ENTERTAINMENT

BOXING! BOXING!

The Greatest Boxing Contest Hongkong Eyer Witnessed. THEATRE ROYAL CITY HALL. TO-NIGHT (SATURDAY), 8th August.

MAIN EVENT: 25 ROUNDS. "BATTLING" SIMMS versus JIMMIE O'ROURKE (148 lbs., both of U.S.S. "Wilmington") \$500 Gold Purse. \$1,000 Side Bet. Ensign W. D. GREETHAM, U.S.N. REFEREN.

Preliminaries: 6 BOUNDS. HEINIE" MILLER versus "JIMMIE" McFADDEN (128 lbs. both of U.S.S. 'Willington') "SHORTIE" McKENNA

U.S.S. "Wilmington" versus "AMIE" COYNE (124 lbs.) H.M. Naval Yard.

NOTICE: -The SIMMS versus O'ROURKE fight is return match, their first encounter having resulted in a 15 rounds draw at Shanghai, while "Jimmie" O'ROUBKE was serving on board the U.S.S. "Galveston." TICKETS: \$1, \$2, \$3, and Ringaide \$5.

THE MANAGEMENT. First Contest start at 8.39 P.M. sharp Doors open at 8 P.M. Booking plans now open at the ROBINSON PIANO CO., LD. W. H. BAROWSKI, Com. Std., U.S.N.

PUBLIC COMPANIES

HONGKONG, CANTON & MACAO STEAMBOAT CO., LIMITED.

U.S.S. "Wilmington."

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORD. JARY HALF-YEARLY MEETING Shareholders in the Corpany, will be held at the Office of the Company, Hotel Mansions, on TUEBDAY, the 11th August at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors; and electing Direc-

The TRANSFER BOOKS of the Company will be CLOSED from the 28th July to By Order of the Board of Directors. W. E CLARKE,

Secretary.

Hongkong 20th July, 1908

CORPORATION. NYOTICE IS HEREBY GIVEN that

the ORDINARY HALF-YEARLY day of August, 1908, at Noon, ir the purpose name of the KWONG HING LOONG has Directors together with a Statement of By Order of the Court of Directors,

> J. R. M. SMITH. Chief Manager. Hongkong, 1st August, 198, HONGKONG & SHANGHAI BANKING

CORPORATION.

NOTICE IS HEREBY GIVEN that the Register of Shares of the Corporation will be CLOSED from MONDAY. the 10th instant to SATURDAY, the 22nd instant, (both days inclusive), during which period no Travefer for Shares can be registered. FITHE ROOMS on the first floor of No. 34, J. R. M. SMITH,

Chief Manager. Hongkong, 1st August, 1908. HONGKONG -& WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF YEARLY MEETING of Shareholders will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 24th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive. By Order of the Board of Directors. THOS. L. ROSE.

Scoretary. Hongkong, 29th July, 1908. HONGKONG AND SHANGHAI BANK-ING CORPORATION.

NTOTICE IS HEREBY GIVEN that the Provisional Certificate No. 43/1002 dated Hongkong 28th November, 1907, for Six Shares of this Bank numbered 83,801 to 83,806 inclusive registered in the name of Miss ELLA DENOON FIRTH, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30TH AUGUST 1908, a New Certificate for the Shares will be issued, and the aforesail Provisional Certificate No. 43/1002 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors, J. R. M. SMITH. Chief Manager. Hongkong, 30th July 1908. HONGKONG AND SHANGHAI BANK.

ING CORPORATION. NIOTICE IS HEREBY GIVEN that the Certificate No. N/S 1,000 dated Shanghai 16th July, 1896 for Two Shares of this Bank numbered 64,594 to 64,595 inclusive. registered at the Shanghai Branch in the name FFICES in ALEXANDRA BUILDINGS. of CECIL HANBURY, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30rm August. 1908, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. N/8 1,000 will be thereafter treated by this Cor. poration as Null and Yord.

By Order of the Coast of Directors.

J. R. M. SMITH. Chief Manager 

FRENCH LESSONS. TRENCH TAUGHT entirely by Conversation and without translation by

Apply by letter to— B. R., Care of "Daily Press" Office. Hongkong, 13th November, 1996

Frenchman (a Teacher in Government Schools).

and ENGLISH LESSONS by an English

AUGITON.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

TO DAY (SATURDAY). the 8th August, 1908, at 2.15 P.M. at their Sales Rooms, No. 8, Des Voux Road, Central (Corner of Ice House Street), A LARGE ASSORTMENT OF JAPANESE CURIOS. Comprising:--KINKOSAN SATSUMA TEA SETS,

VASES, BOWLS, PLATES, MAKUDZU and Various kinds of PORCELAIN WARE, DINNER, TEA and COFFEE SERVICES, SILK-EMBROIDERED BED and TABLE and SILVER CLOISONNE WARE, BRONZE and BRASS WARE, &c., &c., &c. FMED. BOBNEMANN. Catalogues will be issued. TERMS .: —As usual ..

HUGHES & HOUGH. Auctioneers. Hongkong, 6th August, 1908.

FOR SALE

FOR SALE. TINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH. Accountants & Auditors, &c., No. 5, Queen's Road Contral. Hongkong, 16th May, 1908.

CHINA EXPRESS CO., 3, DUDDELL STREET.

THOR SALE a Quantity of NETTING for TENNIS COURTS, etc., at less than half cost. GOERS ANSCHUTZ FOCAL PLANS CAMERA.

PHOTO MATERIALS, DISHES and CHEMICALS,

Hongkong, 5th August, 1908.

A. TACK & CO.. 26, DES VŒUE ROAD, CEMTRAL.

JUST LANDED LARGE ASSURTMENT OF CAMERAS and PAGET'S PAPERS,

ko. ko. Kindly Come and Inspect our New Stock, DEVELOPING and PRINTING

UNDERTAKEN. Hongkong, 7th August, 1908.

STORAGE. FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT, DEEP WATER. Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 38 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply-GEO. FENWICK & Co., Ltd.

TO LET

Hengkong, 8th June, 1908

TO LET.

QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession. Apply to-

YEE SANG FAT & CO Same address. Hongkong, 28th January, 1907.

TO LET.

MOAL YARD. From 1st September, 1908. A PORTION of the COMPOUND of Marine Lot, No. 42, Wanchai, Praya East, facing the Sea, used for Storing Coal, now in possession of Messrs. CHIT CHEONG & Co., Coal Merchants. N. MODY & CO. Apply to— 54, 56, Queen's Road, Central.

TO LET. HOUSE in Wong Nei Chong Road. A HOUSE in RIPON TERRACE. No. 10. DES VŒUX ROAD CENTRAL,

Hongkong, 23rd July, 1908.

1st floor. "HATHERLEIGH," Conduit Road. OFFICES in YORK BUILDING. GOUOWNS in PRAYA EAST. BUILDINGS and No. 16B., Des Voux Road next to the HONGKONG HOTEL. FLATS in MORETON TERRACE.

Apply to— THE HONGKONG LAND INVEST-MENT & AGENCY CO., LTD. Hongkong, 3rd August, 1908.

TO LET. 708. 15, 17, 19 and 21, SEYMOUR COMPRADORE'S DEPARTMENT.

Nippon Yusen Kaisha. Hongkeng, 31st July, 1908. TO LET.

SECRETARY, A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907.

Hongkong, 28th July, 1908.

NE OFFICE ROOM, Third Floor, New Praya 2, opposite Murray Pier.

Apply to SCHULLT & CO.

TAYOS. 27 and 33, SEYMOUR ROAD. Nos. 52, 57 and 61, CAINE ROAD.

Apply to-SAM WANG CO., LTD., .81. Queen's Road Central. Hongkong, 14th July, 1908.

TO LET

TO LET, FROM 1ST SEPTEMBER. AT BHAMEEN, CANTON.

TOUSE No. 103, (Kwan How Buildings) at present in the occupation of the I.M. Contoms. Apply to—

THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hengkong, let August, 1903.

TO LET.

TAIRST FLOOR of No. 6, Queen's Road, SILK-EMBROIDERED BED and TABLE Central, comprising Six Large Rooms COVERS, GOWNS, SCREENS, GOLD and Outhouses suitable for business Premises or Dwellings, lately coonpied by Apply to-

DAVID SASSOON & Co. LTD. Hongkong, 7th April, 1908. TO LET.

FFICES and ROOMS on the lat and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messre, SHWWAN TOMES & Co.) Apply to— THE COMPRADORE DEPARTMENT,

E. D. SASSOON & CO., Queen's Road Central. 947 Hongkong, 10th June, 1908.

TO LET. ODOWN, No. 5A, DUDDELL STREET.

Apply to-THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st August, 1908.

FFICES in HOTEL MANSIONS. Apply to-HENRY HUMPHREYS.

TO LET.

Alexandra Buildings. igkong, 1st May, 1908. TO LET. 66 AYLENWOOD" CAINE ROAD, suitable of a Boarding house or Olub. Con-

taining 26 Rooms. C. M. S. PEAK\_BUNGALOW, Mount Kellet. Furnished. From 1st October, 1908 to 30th June 1909. Rent \$100 a month and OFFICES in Bank Buildings, Top Floor. From let July, 1908. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms. DWELLING ROOMS and Offices in DUDDELL STREET. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor).

OFFICES in Queen's Road Central. BELILIOS TERRACE HOUSES, BOBINSON ROAD. No. 8 DUDDELL STREET Shop. No. 2, DES VIEUX VILLAS (PEAK). Apply to-

LINSTEAD & DAVIS 3rd Floor, Alexandra Buildings, Hongkong, 20th June, 1908.

TO LET.

HOUSE in KNUTSFORD TERRACE KOWLOON. Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD.

TO LET. FROM 1ST AUGUST. NTO 6, "OBSERVATORY VILLAS. Kowloon. Five-Roomed House. Tennis Court. Electric Lights. Moderate Rental.

Hongkong, 1st August, 1908,

Apply to— ARRATOON V. APCAR & Co., 45, Wyndham Btreet. Hongkong, 8th July, 1908.

TO LET.

and 5-BOOMED HOUSES in Kowloon. SMALL SHOP in Des Voux Road Central.

Hongkong. Immediate possession, Moderate Apply to-HUMPHREYS ESTATE & FINANCE CO., LD.

TO LET

Hongkong, 2nd July, 1908.

FROM 18T MAY TOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage

of Coal, Timber, &c. Apply to-HUMPHREYS ESTATE & FINANCE CO., LTD. Hougkong, 18th January, 1908.

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEE FROM MIDDLESBOROUGH, ANTWERP,

LONDON. COLOMBO AND SINGAPORE. THE Company's Steamship

.... "TAMBA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where risk into the hazardous and/or extra each consignment will be sorted out mark by hazardous Godowns of the Hongkong and mark and delivery can be obtained as soon as Kowloon. Wharf and Godown Company, Ontional Bloods will be carried on him instructions are given to the contrary before

NOON, TO-DAY, Goods not cleared by the 13th inst., will be subject to rent. No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed hour. All Claims must be presented

No claims will be admitted after the goods have left the Godowns. NIPPON YUSEN KAISHA. Hongkong, 6th August, 1908.

within ten days of the steamer's arrival here,

after which date they cannot be recognised.

NOTICES TO CONSIGNEES

S.S. "YARRA." COMPAGNIES DES MESSAGERIES MARITIMES

NOTICE,

YONSIGNEES of Cargo from London ex above Steamer are hereby informed their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees

before NOON, TO-DAY, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 10th inst., at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 10th inst., or they will not be recognised. All damaged packages will be examined on

MONDAY, the 10th inst., at S P.M. No Fire Insurance has been effected. P. NALIN. Acting Agent.

Hongkong, 3rd August, 1908. NOTICE TO CONSIGNEES.

HE P. & O. S. N. Co.'s Steamer. "DELHI," FROM BOMBAY, COLOMBO AND

STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be serted out mark by mark, and delivery can be obtained as soon as the

Goods are landed. This vessel brings on Cargo :---From London, &c., ex s.s. "Mongolia." From Persian Gulf ex B. I. S. N. & B. & P. S. N. Co.'s Steamers, Optional goods will be landed here unless instructions are given to the contrary within

6 hours. Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Go-

downs for examination by the Consignees' and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns. F. J. ABBOTT,

Acting Superintendent. Hongkong, 5th August, 1908. NAVIGAZIONE GENERALE

ITALIANA

(Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES. FROM BOMBAY AND SINGAPORE.

THE Steamship "ISCHIA." having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whonce delivery may be obtained. Perishable Goods to be taken

the undersigned before Noon on the 15th inst. or they will not be recognised. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods

All Claims must be sent to the Office of

delivery of immediately.

have left the Godowns, and all Goods remaining undelivered after the 12th inst, will be subject All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

CARLOWITZ & CO.,

Hongkong, 5th August, 1908. NOTICE TO CONSIGNEES. FROM SINGAPORE, PENANG AND

CALCUTTA

No Fire Insurance has been effected.

THE Steamship "CATHERINE APCAR." having arrived from the above Ports, Consigness of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and

risk and expense. Consignees of cargo from SINGAPORE and PENANG are requested to take IM-MEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Cargo remaining on board after 4 P.M. of

the 8th inst., will be landed at Consignees

Bills of Lading will be countersigned by the undersigned.— DAVID SASSOON & CO., LTD., Agents. Hongkong, 6th August, 1908.

"BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES. S.S. "BENGLOE,"

FROM ANTWERP, LONDON AND STRAITS. ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their

Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered af ter the 13th inst., will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th just, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by Gibb, Livingston & Co..

Agents. Hongkong, 6th August, 1108.

10 & 12, Place de la Bourse, CURITIES issued by PARIS European Gov'ts and WRITE FOR Municipalities offering DESCRIPTIVE romectsofimmense returns. PAMPPLEYS

"Times" system of monthly payments.

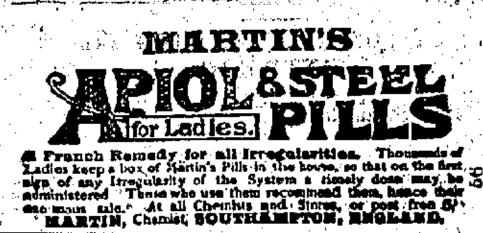
1975. AUSSELL'4 CO. being the oldest-estabel and firm of dealers in Premium Bonds in the A in radio of advantages absolutely un-presentable of sewhere. Bonds guaranteed. ings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased "at sight," Loans granted on Premium Bonds. Services continue un il last Bond drawn. All transactions consident it & THE PROPERTY OF THE PROPERTY O



OF GREEHOCH AND HAS BEEN SOLD AS NE + SINCE HOLE

## SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO,LTD. An Supplied to the House of Commons.



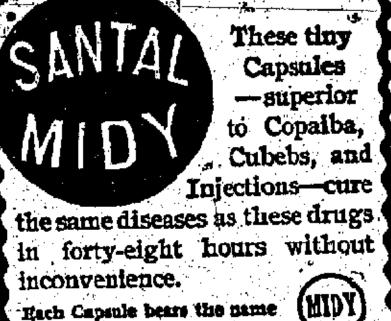
B. 41. PILLS.

A warranted cute for all acquired or constitutional Discharges from the Urinary Organs in either sex. Those famous Pills niso cure Gravel, Pains in the mon at 6 p.m. as usual. Buck and all Kidney Disorders. Free from mercury. Forty years' success Sold by all Chemists and Storekeepers throughout the world.

### London Selling Agents

mission in British **BRISTLES** and Continental OILSEEDS HIDES & SKINS Markets. RUBBER, DRUGS COTTON, WOOL Samples valued. ORES, MICA Beet ports to GUMS, AND GENERAL consignments indicated. PRODUCE

KEYMER. (Import Dept.) Whitefriess, London Telegrams, "Keymer, London." and Bist. 1966



FOR DISEASES OF THE CHEST.

OF HYPO-PROSPRITE OF LIME.

> Prescribed in France for the last. 30 years. It retains its reputation for CONSUMPTION, OBSTINATE COUGHS, COLDS, DISEASES OF THE CHEST, LUNGS, and BRONCHIAL TUBES.

NO MALARIA NOW. -



" I am in Excellent Bealth." STATION.MASTER IN NETHERLANDS

INDIA TELLS HOW-CURED OF MALARIA. PIMPLES AND INDIGESTION BY DR. WILLIAMS' PINK PILLS THERE YEARS AGO-HE IS STILL WELL

Mr. P. Simon, of Scemenap, Madoera, Dutch East Indies, has favoured us with permission to publish his experience, which he related łollows:—¨

"I am employed as Station-master here at Scemenap. About five years ago I contracted Malaria Fever

IN A SEVERE FORM. At the same time pimples broke out all over my face and hands, my digestion became very bad, and I began to suffer exceedingly from pains across the back and shoulders and from dizziness. What little food I ate came up again. I could not sleep at night, and my rest was often disturbed by dreadful dreams. I always felt years of practical work in the open with more weary. My eyes where they should have bee white were yellow. The Dootors whom I consulted did their best for me, but their medicine failed to bring anything like permanent relief. For two years I continued in this miserable state. It was on the advice of

ONE OF MY PHYSICIANS that at last I gave Dr. Williams' Pink Pills for Pale People a trial. After using the first bottle of them I felt a little better. After finishing six bottles I found that the Malarial Fever had gone, the pains were cured, the pimples had completely disappeared. I am now in excellent health, and since my cure by Dr. Williams' Fink Pills

THREE YEARS AGO the Malaria has never returned."

Malaria is caused by poisonous parasites in the blood. Dr. Williams' Pink Pills ours Malaria by purifying and strengthening the blood, and by giving to the system a supply of new, rich, healthy blood. In the same way through the blood-these Pills cured the Pimples, Indigestion and back pains which formed part of Mr. Simon's trouble. Dr. Williams' Pink Pills for Pale People are the proved remedy for Stomach Ailments, Liver Complaint, Headsches, Nervous Debility, Early Decay, Paralysis, Beri-Beri, Eczema, Boils and skin eruptions generally, Rheumatism, Sciatics, and the after-effects of Fevers, Dysentery, and Chills. To ladies suffering from those ailments of which they only speak to one another these Pills have an especial value. They are obtainable at most shops where medicines are sold, and also direct from the Dr. Williams' Medicine Co., Cavanagh Bridge, Singapore, who send 6 bottles for \$8 or 1 bottle for \$1,50 post free to any address

#### CHURCH SERVICES.

ST. JOHN'S CATHEDRAL. Hongkong. Eighth Sunday after Trinity. Holy Communion (7.30,a.m.) Matins (11 a.m.) Responses, Ferial; Venite, Savage in C. Psalms, XLIV Crotch in G. Maj.: Crotch in G Min , XLV Macfarren in D: XLVI Turle in G: Te Deum, Lawes, Cooke and Hopkins: Benedictus, Garrett in G. Hymns, 290, 265 and 223. Evenso g (5.45 p.m.) Responses, Ferial; Psalma, Davy in D. Pymar in A. Wallace in E.; Magnific t, Hopkins in C. (1st Morning.) authorities may come to see the necessity of Nunc Dimittis, Monk in A Min; Hymns, 238, 279 attaching an aeronautical section to the naval as South coast of China between } Same as No. 1,

UNION CHURCH, Kennedy Road. Minister:-Rev. C. H. Hickling. 11 am. Worship. Hymns. 517, 577 and 448. Anthem. Te Deum (E. J Hopkins). Subject:—"Kings and Priests." 6 p.m. Worship. Hymns 513, 255, 246 and 618. Psalm 21 (Arnold). Subject;—"The Power. always at high pressure." Friday 8 p.m. Christian Endeavour Society. Subject :- Frayerful-

SOLDIERS AND SAILORS HOME-P.S.A. 3 p.m., Address by Dr. Robinson, Medical Missionary from North China; Music and Solos, 8 p.m. Bright Gospel Meeting. Shortaddresses, plenty of singing. such a point as Aix-la-Chapelle to Sheerness, At St. Andrews' Church, Kowloon, to-morrow. Holy Communion will be administered at 8 a.m. Morning Prayer and Sermon at 11 a.m. (attended, weather permitting, by the Church parade party, this course in Company, Middlesex Regiment). Holy have no Baptism at 12.15 noon: Evening Prayer and for them.

St. Andrew's, Kowloon.—(Robinson Road, near British School.) Sundays; -Holy Communion 1st and 5th Sundays in month at noon; 2nd and 4th Sundays at 8 a.m.; 3rd Sundays at 7 p.m. Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon, at 6 p.m. Wednesday :- Shortened Evening Prayer with address, at 6 p.m.; Congregational practice of Hymns, &c at 6.45. "Hymnal Companion" speed within used and provided. All seats are free after twenty the commencement of Service. Appropriated hours, sittings are reserved up to that time only, The Churchings before or after any of the services, and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and

ST. JOSEPH'S CHURCH, Garden Road (Roman Catholic). Mass, Benediction and Sermon in English, at 10 a.m.

THE GERMAN HIGH SEAS FLEET

PROJECTED LONG CRUISE.

A Berlin telegram to the Times dated the 16th ult says:— The German High Seas Fleet is being equipped in Kiel Harbour for the longest cruise it has yet undertaken, namely, to the Azores and Canary lelands. The Fleet has always made about a four weeks oruise in the summer. but hitherto the neighbouring coasts of England Norway, or Holland have been visited, the voyage having been extended only once as far as Vigo. Prince Henry of Prussia, who is in chief command of the High Seas Pleet. considers, however, that a longer voyage into unknown seas is necessary for the training of the crews, and it is believed that he will make for as few intermediate ports as possible in order that a spirit of self-confidence may be

fostered. A notice published by the newspapers, evidently at the instigation of the Admiralty. says that no demonstration of any kind whatever is intended by the Atlantic cruise of the High Seas Fleet, and consisting of sixteen battleships, three armoured cruisers, six cruisers, two tenders, and a number of torpedo boats is, after all, no insignificant force, but in comparison with England's giant Navy it is only the beginning of sea-power. The German Navy has no time for mere demonstrations. The sole object of the summer cruise which begins in the middle of July is the training and schooling of officers and men.

taken to port at such a great distance from | made an over-sea trip, there is nothing to pre-Home is regarded as a subject of congratulation, | vent its doing so. Its range of action is over and the German naval authorities are also 1,000 miles, and thus it could easily get back to hoping that a record will be made with the its base after a run to England. Its record torpedo-boats. It is somewhat uncertain trip of Iwelve hours to Lucerne and back was whether the torpedo boats can accompany the very ardnous, as it had to contend with cross Fleet the whole way to the Azores, but it is winds, eddies, and other aerial disturbances pointed out that if they do so it will be the which take place in mountainous regions. An first time that the torpedo-boat flotilla has had overses trip with a steady east wind behind would the opportunity of manosuvring so far from enable England to be reached almost without

THE AIR DANGER.

WHAT COUNT ZEPPELIN'S SUCCESS MEANS.

The British public does not seem to realise the meaning of all that has been accomplished by Count Zeppelin. As a nation, we seem to hold stubbornly to the idea that serial navigation is but a myth. Even our aeronauts content themselves with balloon sport, while those in France and Germany have worked grimly for years in solving the great problem of navigating

Last year the military authorities tardily admitted that the matter had one little significance by launching the antiquated and unauc cessful Nulli Secundus, which after two short trips ended its career ingloriously. Built on wrong lines, without adequate power or speed, it was foredoomed to failure. It was our first experiment in sirship building, and designers thought to evolve forthwith a successful vessel along theoretical lines, although they had none of the practical experience which the French and German builders acquired by weary or less orude vessels.

The Lebaudy and Zeppelin ships have been painfully evolved from inefficient vessels, and every student of aeronautics has been familiar with their work and their struggles for many years past. The successful airship can only be produced on these lines, and for their construction, as for their working, we must have men who have boldly and freely given themselves up to the work for years. There are no vital secrets to be guarded by the absurd secreey maintained by the British authorities within the construction shed. They should have worked out of doors with their first experimental vessel, gained experience from many short trips, and by this time have had two or three other vessels in actual use for the proper training of the constructors and operators.

... We still await the launch of the vessel which is on the stocks, and time will show whether the requisits lessons have been learned from the failure of the first attempt. While we have spent a few niggardly thousands on the work, and while we have not sought or encouraged the assistance of skilled amateurs such as those who have laid the foundations of the French and German aerial navies, larger sums have been spent by our neighbours, and they have left us far behind in the race. Mere money will not bring us level; we want the experienced men whom years of work have made successful.

A FACTOR IN NAVAT WARFIRE. One factor which no doubt has checked aeronautical development with us, spart from the apathy of our amsteur aeronauts, is the fixed ides that airships are only of utility in military operations. Accordingly, the work has been entrusted to the Balloon Corps, in addition to their ordinary tasks; or rather the enterprising | S. part of the China Sea. head of that department, by dint of much thousands on the work. But for Colonel Capper and his assistants nothing at all might have been done, and no praise can be too great for the upbill fight they have had to make in getting the inadequate funds and facilities at their disposal.

One of these days it may be brought home to us in upple sant fashion that the airship must be considered from the naval as well as from the military standpoint, and then, perhaps, the well as to the military forces. In effect, we ought to have one great erostatical departmen t which would specialise in both branches of the work, one section being devot d to military æronautics, the other to the creation and training of airships for coast defence, raid repelling, and over-sea work. Few people realise how close Germany is to us as the crow flies that is to say, by serial routes-nor have they calculated that the distance is now well within the range of the Zappelin airships. A direct run of 230 miles would bring a German sirship from and 3 0 miles may by taken as fair average distance for a Gorman airship to travel in order to reach many important strategic points in this country, where at the present moment we have neither special guns nor airships to meet

The Zeppelin could make thirty miles an hour on a calm day, or forty with an assisting wind. Even with a ten-mile-an-hour off shore wind she could average twenty miles an hour. Let us for purposes of argument assume her mean speed to be only fifteen miles an hour, and we find that she could reach London or Sheerness or Dover within twenty hours. At a thirty-mile-au-hour speed her time would be but ten hours; at twenty miles an hour she would take fifteen

The shortest sea route for a naval raid on similar points would be over 450 miles, and allowing a mean speed of twenty miles an hour the time to reach our shores would be over twenty-two hours : and twenty four hours might be taken as a very fair average.

AN AERIAL BAID. A naval raid could thus hardly be accomplished under twenty four hours, and would be detectable for at least half of that time. An aerial raid could be made in ten hours, at thirty miles an hour, and in twenty hours at a speed of fifteen miles an hour. The airship could leave its harbour with absolute secrecy, could cross the intervening space at a height which would practically prevent its being observed, and quite conceivably might only be detected when it actually came over its objective. Fitted with wireless telegraphy, as the Zeppelin type of vessel will be, it could flash back to headquarters invaluable information, and even without making any attack it could serve a very useful purpose.

But as it hovered over the fleet at Sheernees, Dover, or Portsmouth, it could wreak terrible destruction on the vessels, and these would be almost powerless to reply, since naval guns have not been designed or crews trained for overhead attacks. It would even pay an attacking enemy possessed of a few such arrangs of the cobsider able rick in dropping flown explosives on a fleet since even if a lucky shot brought the airship down the loss in lives would not be very great to the enemy, and the cost of the sirship would be well under £10,1000 A naval raid, he matter how successful, could not be expected

to be made at such a obeap cost, and it would involve the less of many ships to the enemy. Almost certainly before one attacking airship could be shot down it should have crippled or destroyed many important vessels in our fleet. and possibly might cripple a section of The attackers would still have their fleet intact, and could not be met with the same resistance.

The fact that the High Seas Fleet can be | Though the Zeppolin airebip has not yet | working the engines. Even with apparently adverse winds blowing, the sirship could take a circuitous route over France or some other country and so reach England.

A powerful airship with speeds up to forty miles an hour oan reach almost any point on most days, as the wind speed must be well over that figure absolutely to prevent the vessel working round to its objective. The rigid type of vessel can fight strong winds far better than the non-rigid type, such as the Nulli Secundus, or than the half-rigid type, such as the Lebaudy. "DREADNOUGHTS" AND "DESTROYERS."

At the same time, for military purposes, the French sirship is superior in that she has better speed, greater ascensive power, and can make landing practically anywhere. In fact, in an serial combat if the new French airship République were pitted against the Zeppelin al the odds would be in favour of the little and speedy French craft. She is much handler with her helm, she could easily out-distance her rival, and finally goar far above her to the hawk-like position which in aerial warfare will generally ensure victory. Attacked from above, the German airship would be quite help. less, and it would be for the French to drop daris, fire rifle shots, or rain down burning substances to destroy the vessels completely. The crew of the German ship would be underneath the huge gas envelope of their vessel, and could make no reply to the attack.

These considerations indicate that in our serial first—a fleet which now should be many ships strong—we should have Dreadnoughts of the rigid Zeppelin type for over-sea work and harbour protection, and then we should have many vessels of the Lebaudy type, "destroyers," as they might be called. We should have serial harbours built by this time to enable our craft to seek shelter in their practice runs; and both Army and Navy should be thoroughly conversant with the new problems which arrish navigation has set up. Meantime our fleet should equip themselves with special guns for vertical work, and we ought to copy the German plan of mounting similar guns on motor cars, and employ these for coast defence work, so as to pursue and pepper any enemy's airship which hove in sight. In no other way can airships be combated .- R. P. HEARNE in the Daily Mail.

#### WEATHER REPORT.

The Hongkong Observatory yesterday issued

the following report:-On the 7th at 11.55 a.m.—The barometer has fallen rapidly ever S. Japan owing to the approach of the typh ion which having recurved towards N.N.E. is now situated off the B.E. coest of Kiusiu.

The depression lying ove . Manchuris yesterday, has reached the N.E. part of the Sea of

Pressure continues to increase slowly over the Philippines, but it makes no recovery over the S. coast of China. It is highest over the

Moderate variable winds, may be expected in labour, obtained permission to spend a few the Formosa Channel, and fresh to strong monsoon ov r the China Sea. Hongkong rainfall for the 24 hours ending

at 10 a.m. to-day, 0.00 inches, The forecast for the 24 hours ending at noon. today is as follows :--

Hongkong & Neighbourhood (\*) Wariable winds, Formosa Chaunel ... moderate. South coast of China between | Same as No. 1. Hongkong and Lamocks.

Hongkong and Hainan ... 5 (\*) W. to S.W. winds, moderate or fresh i fair at first, thunder showers later.

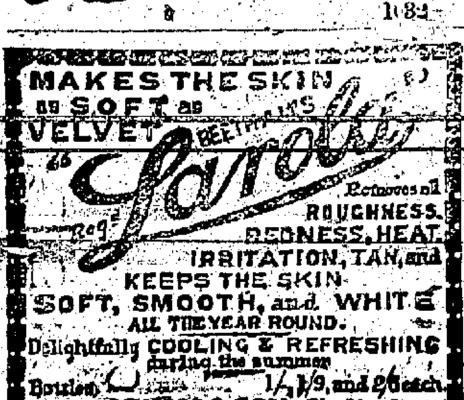
As your teeth are wanted to last -for years to comebegin now to use

# Footh Powder

However perfect your teeth may naturally be, they still ( require, and will well repay. the slight trouble and the short time you should daily give to their care.

The regular use of Calvert's Carbolic Tooth Powder ensures a complete antiseptic cleansing. helps the toothbrush to do its work easily, pleasantly, and thoroughly, and thus assists your own efforts towards keeping the teeth in the best possible condition.

Sold by local Chemists and Stores. F. C. Calvert & Co., Manchester, Eng.



M. BEETHAM & SON, Cheltenham.

# 

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MERVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (Prance).

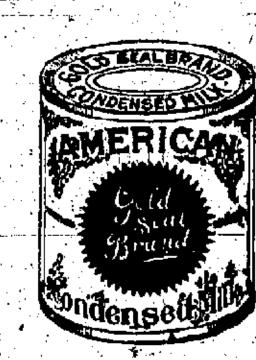
When buying Lime Juice Buy the Best.

The Best is

# Montserrat Lime Juice.

"MONTSERRAT" is prepared from cultivated limes, and is always fresh and pleasant to the taste. Mixed with plain or aerated water, it makes a cooling, refreshing, healthful drink. Try a dash of "Montserrat" in your whisky and soda.

There are two kinds Unsweetened, i.e., Plain Line Juice, Sweetened, i.e., Lime Juice Cordial.\_ Agents A. S. WATSON & Co., Ltd., Hong-Kong.



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FINE MILK PAR EXCELLENCE.

GUARANTEED TO KEEP LONGER THIN CONDENSED MILK OF ANY

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Hongkong, 30th July, 1908.

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Of mild flavour and fine aroma, made from the

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MARY LLOUS PARCEL 10 Dinner and 22/6 Walf Parcel 11/6 Postage 2 White Dimask Table Cloths 2 yds: by ....................... Boughed l'able Cloths, hard wear 2 White Damask Table Cloths, special make, 2 Iri-ii Cambric Ton Cloths, hand-embroiin cotton, having the effect of dered and drawn throad.

Linen, Damask, 60 ins. long, 54 ins. wide, 2 Han bome Triv Covers, Irian hand-embroidered and rawn thread. MARVELLOUS VALUE. TRY ONE. RELIABLE WEARING.

-Write for our Catalogues now, cost nothing, may save your pounds. Price List may be obtained from the Office of this Paper. SAME. PEACH & SONS, Box 6 4. The Looms, No Tingham, Eng.

#### BHIPPING.

ARRIVALS. Anonin, German str., 1,001, C. Kümpel, 7th Aug.-Bangkok 29th July, Sait and Hice -Butterfield & Swire. BANCA, British str.; 3,793, W. R. Le Mare,

7th August -- Bombay 18th July, via Singapore let Aug., General-P. & O. Co. CHOWFA, German str., 1,050, F. Spiesen, 7th August - Bangkok Slat July, Rice -Butterfield & Swire.

MACHEW, German str., 995, R. G. Zöllner, 6th August—Bangkok 26th July, Rice, &c. —Butterfield & Swire.

MEEROO, Chinese str., 7th August-Canton. MARMORA, British str., 5,239, G. H. C. Weston B.N.R., 7th Aug.—Yokohama and Shanghai 5th Aug., Silk, Tea, &c.—P. & O. S. N. Co. Stenal, German str., 940, G. Schlaikier, 7th August-Hoihow 6th August, General-Jehsen & Co.

STEATHENDRICK, British str., 2,843, J. R. Stewart, 7th August - New York via Durban 28th May, Case Oil and General-Dodwell & Co.

WARANIYA MARU, Japanese str., 3,143, T. Yamawaka, 7th August-Moji 1st August, Coal and General-Nippon Yusen Kaisha

CLEARANCES AT THE HARBOUR MASTER'S OFFICE. 7th August.

Ayuthid, British str., for Bangkok. Borneo, German str., for Sandakan. Hinsung, British str., for Hongay. Kiukiang, British str., for Swatow. Loosok, German str., for Bangkok. Marmora. British str., for Europe, &c. Mongolia, American str., for Son Francisco. Orestes, British str., for Liverpool. Zafiro, British atr., for Manila.

DEPARTURES. 7th August. Anna, Norwegian str., for Manila. BENGLOE, British str., for Nagasaki. CHEONGSHING, British str., for Swatow. CHOSHUN-MARU, Japanese str., for Swatow.\_\_\_ CURONIA, Russian str., for Singapore. HAITAN, British str., for Coast Ports. HANGSANG, British str., for Canton. Hongkone, French atr., for Haiphong. KUMANO MARU, Jap. str., for Manila & Sydney Kweiyang, British sir., for Canton. MANCHE, French str., for Haiphong. PITSANULOK, German str., for Bangkok. Colstad, Norwegian str., for Haiphong. TAMBA MARU, Japanese str., for Kobe. " JILATJAP, Dutch str., for Amoy. TJIPANAS, Dutch str., for Batavia. YUKNSANG, British str., for Manila

> VESSELS IN DOCK. August 7th.

ARERDBEN DOCKS. --ROWLOOM DOCKS - Sorsogon, Courifield, Cranley, Charles Hardouin, Laisang, Amara, Sancheong, H.M.S. Whiting, Fausang, Chan Po, Pocahontas, Juteopolis,

COSMOPOLITAN DUCKS.—Standard, Vandatia.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MARMORA," Captain G. H. C. Weston, R.N.E., carrying His Majesty's Maile, will be despatched from this for Bombay &c. on SATUR. DAY, the 8th August at Noon, taking passengers and cargo for the above port in connection with the Company's as "HIMALAYA," 7,000 tons, from Colombo, passengers' accommodation in which vessal is

secured before departure from Hongkong. Silk and Vuluables, all cargo for France an Tea for London (under arrangement, will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed due in London on the 20th September, 1908.

Parcels will be received at this Office unti

4 P.M. the day before sailing. The content. and value of all packages are required. For further particulars, apply to F. J. ABBOTT.

Acting Superintendent,



Hougkong, 27th July, 1908.

HONGKONG NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA FORTS AND SUEZ CANAL (with liberty to call at the Malabar Coast). S.S. "MONTROSE" on 11th August, 1908 For Freight and Further Information, · Apply to-

SHEWAN, TOMES & Co., General Agents. Hongkong, 14th July, 1908. FOR SINGAPORE, PENANG AND CALCUTTA,

THE Steamship

"CATHURINE APCAR," Captain W. D. A. Thomas, will be despatched for the above Ports on TUESDAY the 11th inst., at NOON, instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & Co., LTD., Agenta. Hongkong, 7th August, 1908.

DAMPESCHIFFS RHEDEREL "UNION" ACTIEN CESELLSCHAFT.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast.) THE Steamship

"ALBENGA." Captain Lorenzen, will be despatched for the above Port on the 26th August. For Freight, apply to

CARLOWITZ & Co., Hongkong, 4th August, 1908.

VESSELS - ADVERTISED

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commending from Green Island. Vessels anchoring nearest Kowloon are marked 'k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and thosee vessels berthed at the Kowloon Wharf "k.w." together with the number denoting she section. SEUTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Slake Pier. 3 From Blake Pier to Naval Yard.

		1	<u> </u>		A Company of the Comp		
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O.		, &	<b>中产 1%</b>				
h	DESTINATION	VESSEL'S NAMES					
		1年10日21日日、八月日八別日	FLAG & MIO BE	BTH.	_ CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATCHED
<b>2</b> .				$egin{pmatrix} oldsymbol{x}_{i,j} & oldsymbol{a}_{i,j} & oldsymbol{x}_{i,j} \ oldsymbol{Z}_{i,j} & oldsymbol{a}_{i,j} & oldsymbol{x}_{i,j} \end{pmatrix}$			MENTALUM
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۱ ۲	LONDON &c., VIA USUAL PORTS OF CALL	MARMORA	Brit. str.		A H A ***		
ŧ,	LONDON & ANTWERP VIA SINGAPORE, &C. LONDON, HAMBURG & ANTWERP	NUBIA	Brit. str.		F. J. For	P. & O. S. N. Co.	To-day, at Noon.
· · 1		FLINTSHIRE	Brit. str	- 1	7** 181 181 181 181 181 181	1 4 0 0 U. B. N. CO	About 12th inst.
· 6 1	THE YEAR OF HAM KILKING OF STORE A TOPO A TO	SOPERNIK SAKONIA	Dan. str.		1 100 101 444 444	MELCHERS & Co.	About 25th inst. On 15th inst.
	MAYNE & HAMRIIRG VI CODATOR R.	SILVIA	4'8 a     '	, w.	Habei	HAMBURG-AMERIKA LINYE	Tő-morrow.
	HARVE & HAMBURG VIA STRAITS, &c. """"	DLAYONIA	Ger. str k	W	Jäger Peter	HAMBURG-AMREIKA LINIE	On 23rd inst
. 1		AMBRIA ARMAND BEHIO		a Wa	bonwinghammer	HAMBURG-AMERIKA TITNIE	On 6th September. On 20th September.
	- " AAAAJUUUGA LIUNUUN A ANTWEDD VII QIMALBASE L. I	[/ i	Fr. str	<del></del>	Guionnet	MESSAGERIES MARITIMES	On 18th inst., at 1 P.M.
	MARSEILLES HAVRE & CODENIE ACTAL	SANUKI MARU	Jap. str.		THE PROPERTY OF THE PARTY OF TH	INIPPON Y TIRBN K ATOMAS	Op 19th inst., at D'light
. '	MARSELDLES, ANTWERP & PAMOTOR A.	CATHAY	Dan, str.	<del></del>	1991 D 1818(8888888888888888888888888888888	MELCHERS & Co.	On 2nd Sept. at D'light
	NADI ECO.	SPEZIA KAMO MARU	Tan atu	. W.		ALAMBUKG-ALMERIKA IATNYA	Middle of September. About Middle of Sept.
	TRIESTE, &c., VIA SINGA PORTE LA	SCHARNHORST	Ger. str.	<u> </u>	W. S. Tate COMMINION.	NIPPON Y DRINK KATABA	On 12th inst. at Dillocht
	NEW YORK VIA PORTS & SHEET CARTAL	MONTE OFF	Aus. str.		Radonicich	MELCHERS & Co. SANDER, WIEDER & Co.	On 12th inst., at Noon.
- 1	VANCOTTED - STILL TORK	ALBENGA	Ger. str.	— J.:		SHEWAN TOMES & CO.	About 22nd inst., P.M. On 11th inst.
1	VANCOUTED OTTANGHAL JAPAN, &c.	GLENFARG	Brit. str. 21		THOM ON YOUR AND ARE	UABLOWITZ & Co.	On 20th inst.
	VICTORIA. B.C. & SEATTLE WASH	EMPERSS OF INDIA	Brit. str 1	m.	***	LAWAREN DARRED D. Co.	To-day, at Noon.
	TICHODIA D.C. & TACOMA VIA JAPAN	ARI MARU	Jap. str	-	TREE	NIPPON YUREN KATRHA	On 15th inst, at 4 P.M. On 18th inst, at 4 P.M.
- P '	ATTEMPATTING BEATTLE, WASH, &c.	LYO MARU'	Jap. str.	···	Cowley	DODWELL & Co., LTD	On 19th inst.
- 1	AUSTRALIAN PORTS VIA PORT DADRITA	PRINZ-SIGISMUND	Ger. str	<del>-</del>	D. LOTE		On 1st Sept., at 4 P.M.
	AUDINALIAN PUR'IN THE MANTE A	CHANGSHA	Brit. str		McArthur	GIRB. TIMINGSTON & CO	On 73th inst., at 5 P.M. On 20th inst., at Noon.
	ATISTED ATTACK TOODS TO WANTED	LAWATA MARU				DALLERLIEFD & SALE	On 2nd Sept., at 4 P.M.
	VLADIVOSTOCK " " "	NIKKO MARU	Jap. str		The Township and the property of	NIPPON IUSEN KAISHA	Un 4th Sept., at Noon.
		LITUANIA INABA MARU	Rus. sir.	— 1 ;	-11	NIPPON YUSHN KAISHA	On 2nd Oct., at Noon. End of August,
	MAUADARI RUBB & YOKOMAMA	NIKKO MARU	Jap. str		A THE PROPERTY OF THE PARTY OF	MIPPER Y TORK KATOTTA	On 21st inst.
	CHINGWANGTAO TAPAN AMERICA	TJIPANAS	Dut. str		— · · · · · · · · · · · · · · · · · · ·	INIPPON THEMS KATOWA	On 2nd Sept. at Noon.
10	CHEFOO & TIENTSIN	HUICHOW	Fron str			JAVA-CHINA-JAPAN LIJN P. NALIN	Quick despatch. On 27th inst.
	4 APA 41 NB 4 46 17 - 1 4 1 1 P 17 1 11 1 MZ 1 14 H; WZ 1 1 H H; WZ 1 7 H H; WZ 1 7 Z	LIANGCHOW	I TO JE		2 2 W W (11 4) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	DUTTERPIELD & SWIRE	On 14th inst., at 4 P.M.
18	HANGHAL NAGASAKT KÖRE A VOTOTIANA	HANGSANG	Brit. str 🗀				TT
	HANGHAI, MOJI & KOBE	YEBOSHI MARU	-Ger. str		At The Cittle III	JARDINE, MATHEBON & Co., LD. MELCHERS & Co.	
		YATSHING	Jap. str — Brit. str —			ATTENDED TOTAL TOT	About 12th inst. On 11th inst.
1 8	SHANGHAT MOIT ROBE & MOST.	FOOKSANG	( Rvit ate	· · · · · · ·	was Courredited services	UARDINE MATHRON & CO. T	On 11th inst., at Noon.
	HANGHAI YOKOWAMA & YOUT	PALMA	Brit. str	<u> </u>	G. W. Cockman, R.N.B.	P. & O. S. N. Co.	On 14th inst, at Noon.
}	SHANGHAI, KORE & YOKOHAMA "" "" ""	Ambria	Ger. str. k.	""	SON ATTRICTURED "" " " " "	DAMBURG-AMBRIKA LINTE	About 14th inst. On 16th inst.
1 5	HANGHAI VIA SWATOW, AMOY & FOOCHOW	BUJUN MARU	Fren.str		- 4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	MARITHMAN MARITMAN	On 17th inst., P.M.
1	SHANGHAL YOKOHAMA & KORE	UATEAY	Dan. str a -	<del>-</del>	(1) (1) (1) (	WRICHER & CO	On 18th inst., at 10 A.M.
1 8	SHANGHAI		Ger. etr k.	**,	ALCIENT ALL PER PLANTS	MAMBURG-AMERIKA LINIR	Middle of August. On 27th inst.
1 4	PAMOTIT TO STRAMOTE A AND ONE	SHOSHU MARU	Dut. str Jap. str		OO TOTOTHOLD	JAVA-UHINA-JAPAN-TITN	Quick despatch.
ľ	AMSUI VIA SWATOW & AMOY	JOSHIN MART	Jap. str	_	T 444 414 844	USAKA SHOHEN KAISHA	On 19th instant 10 A.M.
. ~		DAIJIN MARU	Jap. str		1.—Carurai	OSAKA SHORMN KATOTA	To-morrow, at 9 A.M.
	TAREAT AND	HAIMUN ZAFIRO	Brit. str. 2 1 Brit. str. 1 1	<del>~</del> , , , , ,	ALCOUNTED AND ADDRESS OF THE PARTY OF THE PA	JUDIGEAS LADDATE IN CA.	On 16th inst., at 2 P.M. On 11th inst., at 2 P.M.
3 -	WANTTA	THAN	( <b>- 131 - 131 - 131 - 131 - 131 - 131 - 131</b>		TANCHE AT ANY THE TANK THE	DHEWAN TOWNS & CA	To-day, at Noon.
7	MANTLA	LOONGSANG	Brit. str 🕒 🗀	-	S. J. Payne	JARDINE MATHERON & CO. T.	On 11th inst., at 4 P.M.
		RUBI BOBNEO	Brit. str		WAY TO THE TANK THE T	DAXWAN TOWNS & CA	On 14th inst., at 4 P.M. On 15th inst., at Noon.
‡	OMBAY WILL STRUCK DOTTE	WAKAMIYA MARU	Ger. str — — Jap. str	_ ,	A DOMINII		To-day, at 9 A.M.
Ē	INGAPORE PENANG & CAT CHIRTY	ISCHIA	Ital. str		T. TEMPARKI	NIPPON YUSEN KAISHA	To-morrow.
	INGAPORE PENANC-A CATOTOMA	CATHERINE APOAR	Brit. str		II. T. T. T. TODIAS	DAVID BASSON & Co. Turn	On 11th inst., at Noon.
±	BATAVIA, CHERIBON, SAMARANG, &c.	Kutsang Tjiliwong	Brit. str — Dut. str	_ [	The profession of the part of	JARDINE MATTERON MICH T	On 11th inst., at Noon. On 12th inst., at 2 P.M.
7-		***************************************		7	OHERIBETED		Quick despatch.
·	CIARTATOTA BY TO A COMME						

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPRESS LINE." Eaving 5 to 10 days' Ocean Travel.

12 DAYS YOROHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

* "GLENFARG"	3 200 T ODE	(Subject to Alteration).  LEAVE HONGKONG ARRIVE TO SATURDAY.  SATURDAY.  Stb Aug	VANCOUVER
"LENNOX" "EMFRESS OF JAPAN' "EMPRESS OF CHINA' "MONTEAGLE"	6,000 8,700 6,000 6,000 6,163	EATURDAY, 15th Aug. 5th FRIDAY, 11th Sept. 12th SATURDAY, 5th Sept. 26th SATURDAY, 26th Sept. 17th SATURDAY, 3rd Oct. 27th	Sept. Oct. Sept. Oct. Oct.
S.S. "MONTEAG]	E," "LENNOX"	Freighters only and do not carry Post from HONGKONG at 4 P.M. and "GLENFARG" at 12 NOON. TED STATES and EUROPE,	assengers.

Intermediate on Steamers and let Class Railways ... First Class rate to London includes cost of Meals and Berth in Sleeping Car while oressing

the American Continent by Candian, Pacific direct Line. H.M.S. "hUNTEAGLE," carries Intermediate Passengers only, at Intermediate rates Pattengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionskies, Members of the Naval

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REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-

	AUBJECT TO ALTI	BATION.
FOR	THE CO. 8 S.S.	LEAVING
TAMSUI VIA SWATOW	("JOSHIN MARU"	BUNDAY 9th Are
	CASE, H. S. SMITH	
† SHANGHAI VIA SWATOW	Capt. I. SAKURAI	and a filled former after the former and severe and as severe and the fill of
ANPING VIA SWATOW.	Capt. M. NEMOTO	we D'DAY 10th A
	Capt. 1JICHI	at 10 A.M.
Passengers and are fitted throng Unrivalled Table	e excellent accommodation for hont with electric light. First	First and Second Class et-class Cabins Amidships.

t Taking Cargo on through Bills of Lading to all Yangteze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 8th August, 1908.

## NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C. AND TACOMA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons,	Captain.	Sailing Date.
KUMERIC'	6,232	Cowley	On 19th August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to-

DODWELL & CO., LIMITED, GENERAL AGENTS. Quant's Buildings.

Hongkong, 1st August, 1908.

## MESSAGERIES



FRENCH MAIL LINES

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPA VIA

FOR	STEAMERS	TO BAIL.
SHANGHAL KOBE &)	"AUSTBALIDN"	tan a
YOKOHAMA	Capt. Verron	On 17th Aug., P.R.
MARSEILLES VIA FORTS	1	On 18th Aug.,
SHANGHAI. KOBE &	A TATABAT TRANSPORT AND A CARD AND AND AND AND AND AND AND AND AND AN	l P.M.
YOKOHAMA }	Capt. Girard	On 31st Aug., P.M.
MARSEILLES VIA PORTS	"YARRA" Cant Sellier	On 1st Sept.

-Transhipping on the Co's Stramers at Singapore for Batavia; at Clombo for Calcutta. Bombay and Australia; at Fort Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to-

P. NALIN, ACTING AGENT, Hongkong, 4th August, 1908. Queen's Building.

### VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA. (Floric and Rubattino United Companies.)

STEAM FOR BOMBAY SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER. RANGAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to Pansian GULF and BAGDAD, also BARUMLONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

Captain Belsito, will be despatched as above on TUESDAY, the 11th August, at Noon. For further partioulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

Hongkong, 8th August, 1908

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, t, at D'light | Calling at PORT DARWIN, and QUEENS. taking through LAND PORTS, and Cargo to Adelaide, New ZHALAND, TABMANIA, &c.

THE Steamship

slectric fans fitted in staterooms,

"EASTERN! Captain McArthur, will be despatched as above on THURSDAY, 20th August, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with

the Electric Light. A Stewardess and a duly qualified Surgeon N.B.—To assure the additional comfort of passengers the steamers of the Company have

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 30th July, 1908.

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY. STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG,

CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZILS to Persian Gulf, Red Sea, Black SHA, LEVANT, VENICE and ADELATIO PORTS.

THE Company's Steamship

"SILESIA." Capt. Radonicich, will be despatched as above on or about SATURDAY, the August, P.M.

This steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight

SANDER, WIELER & Co., Princes Buildings.

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, HAMBURG AND ANTWERP.

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Hongkeng, 20th July, 1908.

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BUBJECT 10 ALTERATION.

SHANGHAI, YOKOHAMA & KOBE "CATHAY"..... Middle of Aug.

HAVRE; "CATHAY"

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GENERAL MANAGERS

= CORSE

..... On 15th August.

Middle of Sept.

MELOHERS & CO.,

AGENTS.

"LITUANIA" ..... Erd of August.

THE WORLD LINE.

P. NALIN, ACTING AGENT,

FRENCH MAIL OFFICE.

SAILING DATE.

On 8th Aug., Noon,

On 15th Aug., Noon.

DESTINATION

Hongkong, 7th August, 1908.

VLADIVOSTOCK...

& COPENHAGEN...

MARSEILLES

COPENHAGEN & ST. PETERSBURG ... "SOPERNIK"

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Hongkong, 7th August, 1908.

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RUBI ...... 2540

Hongkong, 3rd August, 1908.

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† AMIRAL OLRY ... 12th Oct.

#### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Stramen. LONDON and ANTWERP ANG, COLOMBO PORT Capt. F. J. Fox ...... Aug. Passage. Said and MARSEILLES

BHANGHAI, MOJI, KOBE PALMA ...... About 14th ? Freight and and YOKOHAMA ...... Capt. G. W. Cookman, R.N.R. For further Particulars, apply to

Hongkong, 3rd August, 1968.

F. J. ABBOTT. Acting Superintendent,

# NAVIGATION CO.,

SAILINGS SUBJECT TO ALTERATION.

STEAMERS TSINGTAU, CHEFOO & NEWCHWANG -"LIANGCHOW" ..... On 8th Aug., 4 P.M. MANILA CHEFOU and TIENTSIN ..... † "TEAN" .... On 11th Aug., 4 P.M. ........ On 14th Aug., 4 P.M. MANILA ZAMBOANGA, THURS-DAY ISLAND, OOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE. SYDNEY, with 1 "CHANGSHA" ...... On 2nd Sept., 4 P.W.

Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH ..... MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Statercoms and Dinning

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Bongkong, 8th August, 1968.

BUTTERFIELD & SWIRE, AGENTS.

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FOR	•	STMAMURS	TO SAIL.
KUDAT & SANDAKA		"BORNEO" Capt. F. Sembill	Saturday, St.
NAPLES, GENOA, GIBRALTAR, SOUTI ANTWERP & HAM	HAMPTON, {	"SCHARNHOST" Capt. L. MAASS	Wed'day, 12th Aug., at Noon
ANILA, YAP, N		"DERFFLINGER." Capt. G. MEINERS	About Wed'day 12th August.
BRISBANE SY MELBOURNE	EWGUINEA. ) DNEY and	"PRINZ SIGISMUND" Capt. D. Lenz	Thursday, 13tl Aug., at5 P.M.
			- T

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OUTWARD.

S.S. AMBRIA ... ... 16th August

S.S. BRASILIA... ... 27th August -

S.S. SILESIA ... 10th September

S.S. SAMBIA ... 16th September

S.S. SUEVIA .... 25th September

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Hongkong, 7th August, 1908.

and Newchwang.

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FOE-SHANGHAI, YOKOHAMA & KOBE:

HAMBURG-AMERIKA

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HOMEWARD.

S.S. SAXONIA ... 9th Aug.

S.S. SILVIA ... ... 23rd Aug.

S.S. SLAVONIA ... 6th Sept.

FOR MARSHILLES, ANTWERP & HAMBURG:

S.S. SPEZIA ... About Mid. of Sept.

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S.S. BELGRAVIA 17th October  S.S. BELGRAVIA 1 17th October  Further Particulars, apply to—  For Havre & Hamburg:  S.S. AMBRIA 20th Sept.	Destinations.  Stramers. Sailing dates 1908.
HAMBURG-AMERIKA LINIE,  Bongkong, 5th August, 1918.  Hongkong-Office.	MARSEILLES, LONDON and KAWACHI MARU, Tons 6101 WED DAY, 19th Ang. ANTWERP, via SINGA Capt. H. Petersen, at Daylight, PORE, PENANG, SANUKI MARU COLOMBO, and PORT SAID Capt. S. J. G. Parson, Tons 6112 at Daylight,
INDO-CHINA S. NAV. CO., LD.	VICTORIA. B.C. and SEATTLE, WASH, via KEELUNG, SHANGHAL, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA  AKI MARU Capt. M. Yagi, Tons 6141 at 4 r.m. Capt. S. Ishikawa, Tons 6320 at 4 r.m. Capt. S. Ishikawa, Tons 6320 at 4 r.m.
PROJECTED SALLINGS FROM HONGRONG (SUBJECT TO ALTERATION).  ** SHANGHAI  ** SHANGHAI  ** SHANGHAI  ** SHANGHAI	SYDNEY and MELBOURNE, YAWATA MARU via MANILA, THURSDAY   Capt. K. Homma, Tons 3817   at Noon, ISLAND, TOWNSVILLE   NIKKO MARU   FRIDAY, 2nd Oct., and BRISBANE   Capt. T. Harrison, Tons 5559   at Noon,
MANILA  RETURN TOURS TO JAPAN.	SHANGHAI, MUJI and I YEBOSHI MARU Tons 4.97 August.  KOBE Capt. B. Kon, Tons 4.97 August.
2015年(1916年1月15日) [1816年11日 - 1816年11日 - 18	NAGASAKI, KOBE and NIKKO MARU YOKOHAMA  Capt. T. Harrison, Tons 5559  **Omitting Shanghai.  **Eited with Manager School Capt. T. Harrison, Tons 5559  **Tons 5559

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Hongkong, 8th August, 1908.

KUSUMOTO, MANAGER. 356

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BTHAMERS.

August-Moji 26th July, Coal-Wallem AMARA, British str., 1,526, Mattock, 19th July - Hongay 16th July, Coal - Jardine, Matheson & Co.

APHRODITE, British str., 2,325, J. H. Smith, 31st July-Maroran 21st July, Coal-Dodwell & Co. AVUTRIA, British str., 694, R. J. Curtis, 2nd August-Bangkok 24th July, Rice-Gibb,

Livingston & Co. BARRA, British str., 2,404, Whyte, 24th July—
New York 7th May, and Durban 28th June, JUTERPOLIS, British ship., 2,480, Stewart, 6th

CARL DIEDERICHSEN, German str., 744, T. Kayser, 6th Aug.—Haiphong and Hollow 5th August, General-Jebsen & Co. CATHERINE APCAR, British str, 1,730. W. D. A. Thomas, 6th August-Calcutta and Straits 21st July, General-David Sassoon

CEATHAM, British str., 2,316, A. J. Duff, 5th werden im Jahre 1908 durch August—Callao 24th June,—Chinese. den "Ostasiatisc CHIYUEN, Chinese str., 1,171. C. Stewart, 5th August-Shanghai 2nd Aug., General- erfolgen. CHUNSANG, British str., 1,418, W. E. Sawer,

30th July—Probolingo, Java 21st July, Sugar—Jardine, Matheson & Co. COURTFIELD, British str., 4,897, John Wiseman, 25th May-Moji 20th May, Coal-hitsui Bussan Kaisha.

Adny, Norwegian str., 883, Abrahamsen, 4th August-Newchwang, Dalny and Cheloo 30th July, General-Asguard, Thoresen. EMPRESS OF INDIA, British str., 3,032, E Beetham, 6th August-Vancouver 15th

July, Mails and General-C. P. R. Co. FAUSANG, British str., 1,410, M. Malkins. 24th July-Shimoneski 18th Jul , Rice-Jardine, Matheson & Co. GLENDARG, British str., 8,721, H.W.L. Holmer, 31st July-Vancouver B.C., July 2nd and Shanghai 28th, General - C. P. R. Co.

HALDES, Norwegian str., 1,065, G. Solberg, 2nd August—Saigon 29th July, General— Aagaard, Thoresen & Co. HANGSANG, British str., 1,356; S. Wilde, 6th August—Shangbai 28th July, and Swatow 5th August-Jardine, Matheson & Co.

BINSANG. British str., 1,536, A. G. Smith, 2nd August—Hongay 31st July, Coal—Jardine, Matheson & Co. Inveran, British str., 2,853, Marshall, 80th

July - New Castle 11th July, Coal -Arnhold, Karberg & Co. Ischia, Italian str., 2,481, Belsito, 5th Aug.-Bombay July 17th and Singapore 29th,

General-Carlowitz & Co. ITHAKA, German str., 1,446, W. Vogeler, 28th July-Chinkiang 24th July, General-Hamburg-Amerika Linie,

JOSHIN MARU, Japanese str., 702, H. S. Smith, 5th Aug.-Tameni via Amoy and Swatow 4th Aug., General-Osaka Shoson Kaisha. KATHARINE PARK, British str., 3,075; W. H. Copp. 8th July-Callao via Yokohama and Kobe, 12th May, General Toyo Kisen Kaisha.

Rice-Chinese. KIUKIANG, British str., 1,228, Wavell, 2nd

August-Shanghai 30th July, General-Butterfield & Swire. Kwangping, Chinesestr., 1,243, Thos. Chapman. 2nd August-Ching-Wang-Tao 27th July,

Rice and Coal-Shewan, Tomes & Co. Kwelyang, British str., 1,035, Dawson, 6th Aug.—Newchwang July 26th and Chefoo 27th, General—Butterfield & Swire. LAISANG, British str., 2,224, E. J. Tadd, 20th July-Calcutta July 5th, and Singapore 15th, General-Jardine, Matheson & Co.

LEUNGCHOW, British str., 1,215, H. Harder, 21st July-Newchwang 15th July, General -Butterfield & Swire.

Loosok, German str., 1,020, G. Schultzer, 30th July-Bangkok 23rd July, Rice-Butterfleld & Swire. Mann't Norwegian str., 1,193, Gabrielsen, 31st July-Borned 25th July, Coal-Wallem

MEEFOO, Chinese str., 1,339, J. MacArthur, 2nd Aug.-Shanghai 30th July, General ---Chinese.

Mongolia, American str., 8,750, H. E. Morton, 27th July—San Francisco 30th June, and Shanghai 23rd July, Mails and General. Pacific Mail Steamship Co.

NANSHAN, British str., 1,277, Allen Jones, 5th-August Saigon 2nd August, Rice-Bradley & Co. .

TVERITE, Duton str., 1,433, Westers, 29th July Port Bukem July 21st, and Jaigin 21th, Kerosine Oil—Asiatic Petroleum Co. ORESTES, British str., 2,993, R. D. Owen, 6th August-Hankow 31st July, General-Butterfield & Swire.

PEDEUS, British str., 7,441, W. T. Hannab, 3rd August—Tacoma, U.S.A. via Ports, 8th July, General—Butterfield & Swire, PROTEUS, Norwegian str., 1,024, C. Möller, 3rd Aug.-Saigon 29th July, Rice-Aagaard,

Thoresen & Co. QUINTA, Gurman str., 987, F. Frahm, 31st July -Saigon 27th July, Rice-Siemssen & Co.

RAJAH, German str., 1,204, R. Petersen, 3rd August - Bangkok 16th July, Rice -Butterfield & Co. SHEILA, British str., 2,236, T. Ogilvy, 9th July -Puget Sound via Hakodate and Moji 3rd

June, Flour-Dodwell & Co.

STANDARD, Norwegian str., 894, H. N. Ball, 17th July-Singspore 10th July, General -Wallem & Co. ARER, Norwegian str., 1,899, Gullickson, 1st Telemachus, British str., 4,802, J. H. Goodwin, 29th July - Shanghai 26th July General -- Butterfield & Swire. YATSHING, British str., 1,424, M. Courtney, lst Aug.-Chinkiang 27th July, General

-Jardine, Matheson & Co, YERIMO MARU, Japanese str., 2,580, M. Kobayashi, 4th August-Moji 28th July. Coal-Osaka Shosen Kaishs. ZAFIBO, British str., I,619, R. Rodger, 3rd August - Manila 1st August, Hemp and Sandries-Shewan, Tomes & Co.

Borneo, German str., 1,344, F. Sembill, 28th

Standard Oil Co.

King George, British ship, 2,057, Tucker, 2nd. June-San Francisco 5th April, Case Oil-

July-New York 12th March, Case Oil-Standard Oil Co.

BEKANNTMACHUNG.

DIE amtlichen Veroeffentlichungen des hiesigen Kaiserlich Deutschen Konsulats den "OSTASIATISCHEN LIOYD"

und die "Hongkong Daily Press" KAISERLICH DEUTSCHES KONSULAT.

Swatan, den 27, Dezember 1907. BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Kensulats Pakhoi-Hoihow werden im Jahr 1908 durch den "OSTASIATISCHEN LLOYD" und "THE HONGKONG DAILY PRESS'

Der Kaiserlich Deutsche Konsul, H. von VARCHMIN Pakhoi, den 12. Dezember 1907. 1991 BEKANNTMACHUNG.

IE amtlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats in Kanton werden während des Jahres 1908 durch den Ostasiatischen Lloyd und die "Hongkong

Daily Press" erfolgen.

KAISERLICH DEUTSCHES KONSULAT. Kanton, den 31. Dezember 1907. 2020

THECTORY AND SHRONICLE FOR 1908

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ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

- DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the KIANGPING, Chinese str., 1,222, H. Uddin, 31st English Mails from the Year of the Clusing July-Wuhu and Chinkiang 23rd July, of the Indian Mints to the Free Coinage of

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POST OFFI	OE NOTICE	
FOR	PZB	DATE
Kudat and Sandakan	Borneo ,	Saturday, Sth. 800 A.M.
		Saturday, 8th,
		Printed Matter and Sam-
SHANGHAI, NAGASARI, KODB, YOKKAICHI,		Hondetestich 9.00 A.M.
SHIMIDZU, YOKOHAMA, HONOLULU AND		(Registration, with ate
(Supplementary mail on board up to the	Mongolia Ale	fee of 10 cents, up to 9,50 A.M.)
time fixed for departure of the mail.		Registration. Row Icon
Extra Postage 10 cents)		B.O 9.00 A.M.
		No late fec.
Marila	Zafro	Saturday, 8th, 10.00 A.M.
keelung, Shanghai, Nagasaki, Kobe, Yokchama, Victoria and Vancouver	Glenfary	Saturday, 8th, 10.00 A.M.
		Saturday, 8th,
Egropa &c., India via Tuticoria.		Printed Matter and Sam-
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)		Begistration 10.00 A.M.
(Supplementary mail on board up to the		(Registration, with late
Extra Postage 10 cents.)		tee of lu cents, up to
Letters posted in all the Pillar Boxes		hogistration, Row. on
in time for the first clearance will te included in this contract mail.)		No late tee.
	[]	110 A.M.
Taingtan, Chefoo and Newchwang	Bui Tai Liangchow	Saturday, 5th, 1.15 P.M. Saturday, 8th, 3.00 P.m.
Singapore, and Sourabaya	Chunsang	Sainrday, 8th, 3.00 P.m.
Amoy, Chefoo and Newchwang	Kweiyang	Saturday, 8th, 3.00 P.M.
-Pakhoi and Haiphong	Wakamiya Dloru	Saturday, Sth. 500 P.M.
Swatow, Amoy and Tameni	Joshin Maru	Saturday, 8th, 5.00 P.F.
Swatow, Amoy and Tameni	Pheila	Sunday, 9th, 9.00 A.M.
Shanghai.	Liangsang	Monday, 10th, 11.00 4, m.
Singapore, Penang and Bombay	Yutehing	Tuesday, 11th, 11.00 A.M. Tues by, 11th, 11.00 A.M.
Singapore, Penang and Calcults	Catherine Apcor	Tuesday, 11th, 11.00 A.M.
Awatow, Amov and Foochow	Haimun	Tuesday, 11th, 1.00 P.M.
Firgate, Penang and Colombo	Kamo Maru	Tuestay, Ilth. 5.00 F.M.
		Wednesday, 12th,
		Printed Matter and Sam- ples 10.00 A.M.
EURCPE, &c., INDIA VIA TUTICORIN		Liogistration 10.00 A.R.
Pestage 10 cents)	Scharnhorst	fee of 10 ocats, up t
(Letters posted in all the Pillar Boxes in time for the first clearance will be	Don't in or	10.15 A.M.
included in this contract mail.)		E.O 10.00 A.M.
		No into air.
		Letter 11.00 A.M.
Bingapore. Penang and Calcutta	Kulsang	Wednesday, 12th, 1.00 r.
Rimpsonbrian. Herbertshoon, Diabup,		
Brisbane, Sydney, Hobart, Launceston, >	Prinz Sigumund.	I hursday, 13th, 4.00 P.M.
New Zealand, Melhourne, Adelaide, Porth		
Shanghai, Yokohama, Kobe and Moji	Fooksang	Friday, 14th, 11.00 A.v.
Chefoo and Tientsin	Huichou	Friday, 14th, 300 P.M. Friday, 14th, 3.00 P.M.
Manilare process and a second a	Rubi	caturusy, 15th, 11.00 A.m.
		Saturday, 15th, Printed Matter, and Sam-
		ples 2.00 P.
SHANGHAI, NAGABARI, KOBE, YOKOHAMA,		Registration 2.00 P.M.
VICTORIA and VANCOUVER (B.C.)	Empress of India.	(Registration, with late
time tixed for departure of the mail.		2.45 P.M.)
Likera Postaga 10 centa)		Registration, Kowlood
		No late fee.
		Letters 3.00 P.r.
		Service of the servic

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WINE & SPIRIT MERCHANTS.



### FOR PROTECTION

of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Piles, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sec Water; as well as for Protection of al exposed Woodwork

KENNON'S TEREDO-PROOF

WOOD-ARMOR PAINT peerless Wood Preservative and insoluble Paint, gives in Sea-Water ABSOLUTE PROTECTION against the "Teredo" and all other Marine-Bore-Worms; will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc.. It can be applied by ordinary unskilled labour.

For prices and further information apply to

GEBRUEDER ROESE, (Rosse-Brothers) Swatow. General Agents for the Ea VESSELS EXPECTED.

THE AMERICAN MAIL.

The new T.K.K. str. Tenyb Maru arrived in Manila on Thursday morning, the 6th inst., and she will be due to sail from there on the 9th inst., arriving in Hongkong on Tuesday inst. morning, the 11th inst. THE INDIAN MAIL.

The Indo-China str. Fooksang left Calcutta ports of call. for this port wis the Straits on the 29th nit., The str. Inveric left Seattle on the 23th in the 18th and may be expected been seemble by the long kong via ports. The Indo-China str. Kumsung left Calcutte. The str. Baint Potrick left New York on the Plies I for this port via the Straits on the 2nd inst., 28th ult., for Hongkong, via ports.

Dr. 6

Mr. THE GERMAN MAIL

The I.G.M. str. Scharnhorst left Kobe via Nagasaki and Shanghai on the 3rd inst. p.m., and may be expected here on or about the 11th inst. p.m.

The I.G.M. str. Derflinger carrying the German Mails with dates from Berlin of the 15th uit., left Colombo on the 2nd inst. a.m., Ba and may be expected here on or about 12th inst. Th The I.G.M. str. Manila left Eydney on the Th 30th ult. p.m., and may be expected here on or The about the 21st inst.

MERCHANT STEAMERS. The N.Y.K. str. Aki Maru (American Line) Mr. Reginald Hardin left Kobe for this port via Moji and Shanghai Mr. J. K. Heywood on 31st ult., and is expected here to-morrow. Mr. W. H. T. King The American & Oriental Line str. Jeseric Mr. A. C. Little Mr. & Mrs. rom New York is due here on an about 10th Mr. and Mrs. C. W. Mr. Zach from New York is due here on or about 10th

The C.P.R. str. Lennon left\_Vancouver a.m. on the 27th ult. for Hongkong vis the usual Mr. E borts of call.

MESSES. FALCONÉE & CO'S REGISTER.

Therm. (Wetbulb) 9 A.M. rometer 4 P.M. 29.65 Therm. (Wetbulb) 4 P.M. rometer 4 P.M. 29.65 Therm. (Wetbulb) 4 P.M. rometer 9 A.M. 85 Therm. Maximum over 1 P.M. 66 Therm. Minimum over 1 P.M. 66		t 7th.	· .:
ermom, 4 P.M. 86 night.	PIP.M. 29.67 TI PAN. 29.65 TI I. 9 A.M. 85 TI I. I P.M. 68 TI	erm.(Wetbulb) 1 p.m erm.(Wetbulb) 4 p.m erm. Maximum erm. Minimum over	8 8 8

IR HONGKONG DAILY PRESS	J, 8A'
TO-DAY: Sale, Japanese Curios, Sales Rooms, Messrs	<b>J</b>
Hughes & Hough, 2.15 p.m. Theatre Royal, Boxing, 8.30 p m.	
A first the same of the same o	
COMMERCIAL.	Alham
EXCHANGE	Banka
CLOSING QUOTATIONS.  August 7th.	Hong
On London.	Bell's
Telegraphic Transfer	China-
Bank Bills, at 30 days' sight 1 9 Bank Bills, at 4 mouths' sight 1 94	China
Oredits, at 4 months' sight	China Cotton
On Paris Bills, on demand	Ewo
Credits, at 4 months sight2291 Ox Gremany.	Inte
on demand	Воус
Ox New York:— Bank Bills, on demand	Dairy Docks
Credits, at 60 days sight413	H. &
Telegraphic Transfer	New Shar
On CALCUTTA.— Telegraphic Transfer185	S'ha
Bank, on demand	Fenwi
Bank at sight	Green
Private: 30 days might	Hongi Hongi
ON MANILA.—On demand—Pesos—88 ON SINGAPORE.—On demand	Hong!
ON HATPHONG.—On demand	H.K.
ON SAIGON.—On demand	Hong
GOLD LEAF, 100 fine, per tael	Insui
BAR SILVER, per on	Chi Chi
SUBSIDIARY COINS.	Hor Nor
Chinese 20 cents pieces \$8.00 discount.	Uni Yau
Hongkong 20 , , , 9,00	Land
n 10 7.85	Hor Hor
OPIUM.	Kov Sha
Quotations are:— August 7th.	Wes Minin
Malwa New \$880/900 per picul. Malwa Old \$310/900	
Malwa Older \$940/980	Peak '
Malwa V. Old \$970/990 \$800	Philip
Perman extra fine	Refine Chir
Patna Old	Luz
Bunares Old	Stee m Chi
BIEAMERS PASSED THE CANAL.	
July 15th — Diomed, Glamorganshire. 18th—Ambria, Idomeneus, Palma, Hector,	I Ind.
Macduff, Yunnan, Boveric, Selenga, Andalusia. 22nd—Benlawers, Glenlochy. 25th—Australien,	She
Inaba Maru, Indrani, Juson, Verona. 29th Brasilio, Crewhall, Palermo, Prometheus.	Star Do
Memnon, Derflinger. August 1st-Benlowend. Nore, Polynesien, Maria Rickmers, Ningchow.	South
Teucer. 5th-Ailsa Crag, P. E. Friedrich, Glenearn, Kintuck. 6th-Benvenue, Namur.	Stores
Oceano (délayed through mutilation).	Pow
ARRIVAL AT HOME.  Aug. 4th—Kleist, Ceylon, China (Aus.), Den	Wat Wat
of Airlie, Rhein, Scandia, Sithonia, Hakota Maru, Begovia, Candia.	Wei
	United Do.
VISITORS AT HOTELS.	Union
Hongkong Hotel Mr. P. R. Adams Mr. J. McGlean	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

HONGKON	IG HOTEL	1 :
Mr. P. R. Adams	Mr. J. McGlean	١.
Mr. C. F. Parnes	Mr. G. C. McIntosh	•
Mr. H. G. Battiscombe		
Mr. R. Benson	Cant. H. Malzanthin	
Dr. G. D. R. Black	Mr. S. Minemura	ł
Mr. B. Blumenthal		
	Mr. and Mrs. J. H. N.	
Mr. A. B. Blunn	Mody	
Mr. T. Brayfield	Master F. H. Mody	·- ,
Mr. & Mrs. J. Bumann	Master J. H. Mody	]
Mr. W. C. Bunner	Dr. and Mrs. W. B. A.	
Mr. S. C. de Bussierre	Moore	•
Mr. & Mrs. R. S. Carr	Mr. Nagel	
Mr. A. Carter	Mr. P. Nesbitt	В
Mr. H. E. Colyin	Mr. E. Niedhardt	
Mr. H. L. Condon	Capt. Nypels	61
Capt. W. H. Copp	Mr. & Mrs.C.C. Osborne	M
Mrs. W. H. Copp	Mr. B. L. Packer	<b>-</b>
Міяв Сорр	Mr. A. W. J. Peake	Tı
Mrs. M. Courtney and	Dr. W. W. Danner	٠
child		W
Mr. E. W. Day	Dr. and Mrs. do	T
	Perindorge	
Mr. J. Van Dusen	Mr. T. L. Perkins	. Fı
Mr. F. Esroju	Mr. W. H. Pierce	• •
Mr. W. F. Evans	Mr. J. A. Pilgrim	-
Mr. A. Eymail	Mr. E. H. Ray	1
Mrs. J. 1 eunick & son	Capt H. C. Reher	
Mr.G.H.L Fi zwilliams	Mr. L.A. Boland	٠. '
Mr. S. J. Fuller	Mr. W. R. Sempson	· ·
Capt T. A. Hall	Mr. C. E. Shields	
Mr. J. N. Hall	Mr. H. W. Skinner	
	Capt, Smith	
Mr. & Mrs. F. B. Helm	Mr I Resittlan	_
Mr. F. A. Heron	Mr. W. T. Stebbing	B
		T
Capt, B. Innes Mr. K. Inouse	Rev. A. J. Stevens	H
	Mr. W. M. Stratton	W
	Mr. & Mrs. F. Sutton	ļ "'
Mr. H. A. Kingcome		W
Mr. C. König	Mr. C. Wallach	B
vr. L. Kuttner	Capt Wiseman	DM
Miss K. A. Massey	Mr. J. D. Woods	1
dr. J. E. McDougall		·
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King Edwa	LED HOTEL.	_
dr. A. Beck dr. F. E. Butcher	Mr. T. H. Marburg	١.,
or. F. E. Butcher	Mr. D. M. Nicholson	'
0188 W.B Butt	Mr. H. Oishi	
or and Mrs. K. G. H.	Mrs. W. C. Passmore	
Cole	Mr. E. Pond Capt. F. Rafen	
Er. G. H. Corse	Capt. F. Rafen	 

Mr. C. G. Dale Mr. and Mrs. J. F Mr. W. C. Drew **Eichardson** Mr. & Mrs. Fawell Mrs. Rogers Capt. & Mrs. Fiquieredo Miss Logers Miss E. A. Frency Dr. Ruga, e \_ Juiss J. Carilt Mr. B. S. Smith Mrs. A. G. Smith Mr. D. V. Steavenson Mr. R. Surgent Mr. & Mrs. Ustaender Longnet KINGROTEDS POSTATE HORSE

LINGSULEKS PRIVATE DUTEL.		1
Mr. E. Arndt Mr. K. Freund		1
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Miss Barker Mrs. S. J. Holland	<u> </u>	l
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Hies P Baum Mr. E. A. Koster	5	l
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Mr. and Mis. Norman Mr. R. S. Morrison	· • · .	ı
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Kapitanlentnant A. D. M. William North		۲
Bode Miss Ober	'··· ]	
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Mr. J. L. Connor Mr. R. R. Williams		٠.
Mr. & Brs. A.B. Cragge Mr. W. E. Wren	•	
	Mr. E. Arndt  Mr. E. C. C. Barker  Mr. E. Eustace Hagen  Mr. S. I. Holland  Mr. S. I. Holland  Mr. Mr. H. R. Hunt  Mr. W. Kehny  Mr. E. A. Koster  Dr. & Mrs. Eelilios  Mr. I. V. Langstein  Mr. F. Bevington  Mr. R. S. Morrison  Mr. And Mrs. Norman  Mr. R. S. Morrison  Mr. And Mrs. Norman  Mr. R. S. Morrison  Miss J. N. Nicholls  Kapitanlentnant A. D.  Mr. & wrs. C.T. Briggs  Capt. Lindsay Oliver  Mr. & Mrs. W. L. Carter  Mrs. G. Sachse  Mr. B. Schwandes	Mr. E. Arndt  Mr. E. C. C. Barker  Mr. E. Eustace Hagen  Mr. S. I. Holland  Mr. S. I. Holland  Mr. H. R. Hunt  Mr. W. Birker  Dr. & Mrs. Eelilios  Mr. L. V. Langstein  Mr. F. Bevington  Mr. And Mrs. Norman  Mr. R. S. Morrison  Mr. And Mrs. Norman  Mr. R. S. Morrison  Mr. A. S. Morrison  Mr. A. D. M. William North  Mr. O. E. Carr  Mr. C. T. Briggs  Mr. J. L. Connor  Mr. R. R. William  Mr. R. R. William  Mr. R. R. William  Mr. R. R. William

Mr. Cruicyshank

Mr. W. S. Cushing

### DECEMBER SHOOMS WITH

	Hongkon	g, August 7th
COMPANY.	PAID UP.	Quotátions
Alhambra	Ps 200	Nominal.
Banka-		-
Hongkong & S'h	aī. \$125	\$770. London £79.
National B. of Chi	ma £6	\$51, buyers
Bell's Asbestos E. A		\$7, x.d.
China-Borneo Co	\$12	\$10, sellers
China Light & P. C.	£ \$10.1	\$61, sellers
🖟 🗸 🖟 💮 🖟	( 44)	
China Provident	\$10	\$91, buyers
Cotton Mills— Ewo	Tls. 50	Tls, 63.
Hongkong	\$10	\$11.,
International		Tla. 67. Tla. 85.
Laou Kung Mow Soychee	Tls. 500	TL, 2423.
Dairy Farm	\$6	\$19j, buyers
Docks and Wharve	<b>6</b> —	
H. & K. Wharf & H. & W. Dock	G. \$50 \$50	\$45, buyers \$105, seilers
New Amoy Dock	· 7. 76‡	\$01, sellers
Shanghai Dock. Shai & H. Whan	Tis, 100	Tis. \$4. Tis. 160, selle
COM CALL WEST		
Fenwick & Co., Ge	o \$26	\$12, sellers
Green Island Ceme	ent. \$10	\$10.65, sellen
Rongkong & C. Ga	s £10	\$185.
Hongkong Electric	\$10	
Hongkong Hotel C Hongkong Jce Co.	**** \$25	\$235,
H.K. Milling Co.,	LJ.	Nominal.
in liquidation . Hongkong Rope C	\$100 510	\$24, sales & 1
Insulances-	***	
Canton	\$50	\$220, sellers
China Fire China Fraders	<b>\$20</b>	\$92, buyers \$864.
Hongkong Fire.	\$50	\$315, sellers
North China	25	Tls. 78, buyer \$760, sales
Vnion Yangteze		\$155, buyera
Land and Buildin		
Hongkong Land	nv - \$100	\$94,sellers
Humphrey's Es	ate \$10	\$10, sellers \$27, sellers
Kowloon Land & Shanghai Land.		Tle, 119.
WestPointBuild	ing \$50	\$46, sellers
Mining-	海 多年教	Walter Property
Charbonnages Raubs	Fcs. 250	~!~ <del>~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~</del>
Abstalled and agencies of a	18/10	A A A A A A A A A A A A A A A A A A A
Peak Tramways .	{ .\$10. \$1	\$2, buyers
Phillippine Co	\$10	\$8, sellers

\$180, sellers ina Sugar ......... zon Sugar ..... \$100 nship Companies \$15, sellers inā and Manila.. \$25 \$50 \$15 \$38. \$29, sales & sel. uglas Steamship. Canton & M.... lo-China S.N. Co. ell Transport Co. \$25, sellers r Ferry..... \$5 \$15, sales o., New ..... China M. Post n Laundry Co. . à Dispensaries npbell, L. & Co. well & Co., Wm... \$5, sellers \$10 \$94, 100 \$150, buyers teon & Co., A. S.

issmann, Ld. ... \$4 \$18, buyers \$10 \$250, buyers d Asbestos ...... Founders ..... a Waterboat Co.

VERNON & SMYTH. HONGKONG TIDE TABLE.

RIGH WATEL.				Low Water,				
Weeks.	Day of Month.	Hong Mean	kong Time,	Height	Ho Mer	ngkong in Time.	Heig	þt.
	8	m b	. Di.	ft. in.		h, m. 0 57 a	ít.	in,
j.	9	<b>10</b> 2 0	57	3 · 9		10 56 a	1	3
п.	10	728 · 0	69 18 a	7 4	m	0 8 2 39 a	8	5
<b>e4.</b>	11	~ 20. 7	57 58	7 8	100	1 12 8 24 a	8	3
d.	12	n 8		8 1	m	2 9	8	1
ur#	13	III (	16	8 2	m	3 2	2	8
L:	14	m 10	86 43 a	8 0	10	3 53 5 25	2	8

HONGKONG METEGROLOGICAL REGISTER.

Hongkong Observatory, August 7th Previous Day On Date at | st & p.m. 10 a.m. Baxometer ..... 29.57 29.66 87 emperature ... Humidity Wind Direction W8W Force Vesther .....

Highest open air Temperature on 6th ...... 91 Lowest open air Temperature on 6th..... 78

> PASSENGERS. ABBIVED.

Per Signal, from Hoihow, Mr Silver, Per Machew, from Bangkok, Mr Collingwood. Per Marmora, for Hongkong, from Yokohama, Sir and Miss John Murray, and Mrs J. C. Peter; from Shanghai, Mrs Coggin, Lt. Col. Bruce, Meisrs. V. Davies, L. Rich, J. Bresh, Robin, river gunbost, 85 tons, 2 guns, 240 h.p., J. M. Remedies and W. Stratton; from Yokohams, for Penang, Mr. E. F. Flansgan; for Sandpiper, river gunboat, 85 tons, 2 guns, 240 Sydney, Mr and Mrs Gollen; for London, Miss Chimura: from Kobe, for Brindisi, Dr. A. von Poebl; from Shanghai, for Singapore, Miss Hener. Dr. Hisiel, and Mr M. Kevoh; for 1 ondor, Mrs Stratton & infant, Dr. N. Balcan, Mesars, S. H. Fox and F. W. Baker. DEPARTED.

Per Tamba Maru, for Japan, Mr and Mrs

Bryant, Mr and Mrs K. Kaidzu and infant. Mr and Mrs J. Macboth, Miss T. Yasui, Dr. K. Saigo Dr. K. Hashimoto Ray I Midena Mesars. T. Oye, S. Takenouchi, R. Matsumori. J. Kerr and D. Vickers. Per Kumano Maru, for Mania, &c., Mr and Mrs F. K. Heywood, Mr and Mrs Hazanes and child. Mr and Mes W. C. West, Mr and Mrs W. F. Smith, Mrs Moon, Mrs M. Nicholls, Mrs Noto Miyazaki, Misses Michael, Hazanos, Mabel Heard, A. Rozario, P. Rozario, W. Rozario, Butt and Suye Mukai, Master Rozario, Mesers, C. A. Dewitt, M. S. Dudley, S. G. Cutler, M. Cuyugan, M. Guchuico, F. Guchuico, J. T. Tyack Marburg, R. S. Smith, A. A. Thomson, C. L. Mann, Dalveen, K. Ohba, E. Denekamp P. M. Kalaw, L. A. Kershaw, J. McGlede, A Canozares, Geo. Thiesen, J. C. College, D.

Russell, G. de Ocampo and L. Fischer.

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Hongkong, 18th August 1908

AACHEN AND MUNICH FIRE IN-SUBANCE CO. OF AIR TA-CHAPELLE.

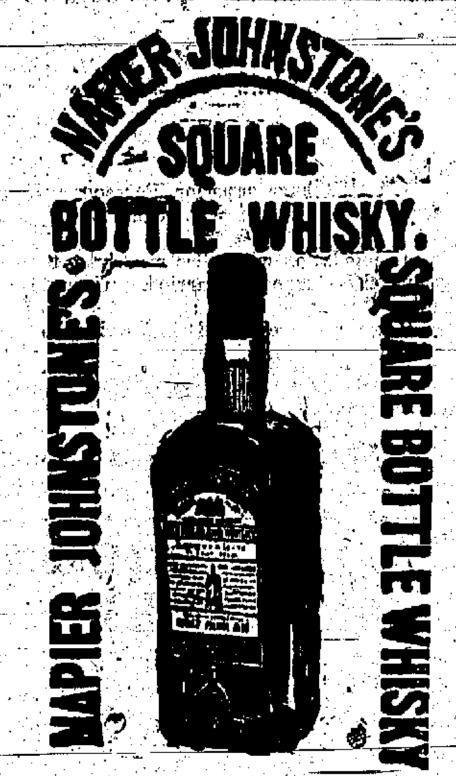
THE Undersigned, having been appointed AGENTS for the above Company, an prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO.

Hongkong, 21st April, 1897. NORTH ERITISE AND MERCAN-TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 190 **- \$18,114,624.** I. AUTHORISED CAPITAL ... \$3,000,000 SUBSCRIBED CAPITAL 2,750,000

Company, are prepared to ACCEPT RISKs

against FIRE at Current Rates. BHEWAN, TOMES & CO., Agenta. Hongkong, 21s' July 1008.



BHIPPERS CUTLER, PALMER & Co., London

AGENTS LANE, ORAWFORD & CO. HONGKONG

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alscrity, despatch-boat, 700 tons, 10 guni 8000 h.p., Comdr. C. T. Fuller, Weihaiwei Astraea, 2nd class exuiser 4860 tons, 10 guns, 7000 i.h.p., Captain F. E. C. Byan, en route Singapore Bedford, British cruiser, Capt. S. E. Erskins

R.N., Weihaiwei Bramble, gunboat, 710 tons, 900 l.h.p. Lieut. Comdr. Hon, R. O. D. Bridgeman, Hong-

Britomart, gunboat. 710 tons, 900 h.p., Lieut. Comdr. F. B. Noble, Yangtsze Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Weihalwei Clic, British sloop, 1070 tone, Comdr. C. D.

S. Raikes, Spanghai guns, 5700 h.p., Lieut-Comdr. Gresson, Waihaiwai Flora, 2nd class cruiser, 4860 tons, 10 guns

7000 i.h.p., Capt. Roland Nugent Weihniwei Handy, torpedo-boat destroyer 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. W. H. Darwall. Weihniwei

Hart, torpedd-boat destroyer, 295 tons, 6 guns, .000 h.p., Lieut.-Comdr. G. C. Dickens, Weihalwei Janus, torpedo-boat destroyer, 820 tons, 6 guns,

3900 h.p., Lt. Comdr. C. A. Freemantle, Weihaiwei Kent, armoured, 9800, tons, 14 guns, 22000 h.p., Capt. G. C. A. Marescauz, Weihaiwei King Alfred, British orniger, Flag ship of Vice Admiral the Hon. Sir Hedworth

Lambton, Commander in Chief, 14100 tons, Capt. L. Clinton Baker, Weihaiwei Kinsha, river gunboat, 618 tons, Lieut.-Comdr. Bidney H. Tennyson, Yangtaze Merlin, surveying ship, 1090, tons, 6 guns, 1400 i.h.p. Comdr. F. H. Walter, Jesselton

Monmonth, craiser, 9800 tons, Capt. G. W. Smith, Weihaiwei Moorhon, river gamboat, 180 tons, 2 gans, Lieut.-Comdr. C. C. Walcott.-West River Nightingale, river gunbeat, 85 tons, 240 h.p., Lient.-Comdr. R. S. Roy, R.N., Yangters

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6800 i.b.p., Paid off Lieut,-Comdr. J. White, Hongkong h.p., Lieut.-Comdr. H. R. Tickell, Hong-

Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p. Lieut-Comdr. Alan Dixon, Yangtaze Taku, torpedo boat destroyer, Bosn, Strath, Hongkong Tamar, receiving ship, 4600 tons 6 gans Commodore Stokes, Hongkong.

Teal, river gunboat, 130 tons, 2 guns, Lieut Comde H. R. Guifte Yangtare Thistle combast 710 tone 900 hm Lions Comdr. H. T. Attlay, Hongkong Virago, torpedo-boat destroyer, 395 tons, 6 guns, 8.900 7. in p., Lieut Comd: Stevenson

Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut. Comdr. H. P. Douglas, Port Swet-Whiting, torpedo-boat destroyer, 360 tons, 5 gunz, 5,900 h.h., Lieut.-Comdr. J. Kiddle,

Hongkong Widgeon, gunboat 195, tons, 2 guns, 800 h.p. Lt-Comdr. John F. Knox, Yangtere Woodoock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. H. R. V. Cottrell Dormer,

Yangtara Woodlark gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. G. R. Livingstone, Yang tes, MEN-OF-WAR ON THE CHINA AND JAPAN STATION

Kaiser Franz Josef I, Austrian cruiser, 4,303 Linienschiffskapitaen Wilhelm Pacher Northern Waters

Achéron, armoured gunboat, 1,830 tons, 1,700 h.p., Lieut, Bertrand, Snigon Alger, 2nd class cruiser, 4,320 tons, 22 guns 5,100 b.p., Commander Fournier, Saigon Alouette, gunboat, 506 tons, 7 guns, 400 h.p. Commander Badin, Saigon

Argus, river gunboat, 180 tons, 6 guns, 570 h.p.
Liept. Audenard, Hongkong
Balonnatte, gunboat, 170 tons, Reserve, Saigon
Boueller, gunboat, 140 tons, Reserve, Saigon
Bruix, armoured cruiser, 4,800 tons, 16 gans, 8,300 h.p., Capt. Rochas, Hongkong Cimeterre, gurboat, 140 tons, Reserve, Saigon Comète, gunboat 500 tons, 6 guns, 500 h.p. Capt. L. Gervais, Saigon Coronade, gunboat, 184 tons, Reserve, Saigon Décidée, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Linarès, Shanghai

D'Entrecasteaux, 1st class armoured cruiser, 8,200 tons, 26 guns, 13,500 h.p., Captain Thibault, Shanghai Estoc, gunboat, 141 tons, Reserve, Halphong

Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut. Combet, Saigon Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p., Henri Rivière, river gunboat, 150 tons, 6 guns

152 h.p., Haiphong Jacquin, gunboat, 200 tons, Reserve, Haiphong Lion, gunboat, 500 tons, Reserve, Baigon Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marra,

Manche, surveying ship, 1,625 tons, 10 guns, 900 h.p., Commander Ragot de la Touche.

Mousquet, destroyer, 300 tons, 7 guns, 6,800 b.p., Commander de la Roche Kerandraon. Olry, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Maindreville, Upper Yangtze Peiho, river gunboat, 130 tons, 4 guns, 280 h. Lieut. Puech, Tongku

Perle. sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hongay.

Protée, sub-marine, 70 tons, 60 h.p., Lieut. Morris, Saigon Redoutable, battleship, (reserve) 9,330 tons, 37 guns, 6,200 h.p., Capt. Drouet, Saigon Styx, armoured gunboat, 1,800 tons, 8 guns - 1,600 h.p. Lieut. Seriot, Saigon.

Takiang, steam-launch, Upper Yangtsze Takou, destroyer, 260 tons, 6 guns 6,500 h.p. In Reserve, Saigon Vanban, torpedo-depot, Commander Mortenol,

Vétéran, torpedo-depot, Lieut, Bihel, Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p. Lieut. Dumonlin, Siking Vipère, gunbeat, 475 tons, Reserve, Saigon

Arcons, cruiser, 2719 tons, Captain von Hippe Furst Bismarck, (flagship), 11000 tons, 36 guns, 14000 h.p., Kontre-Admiral Coerper,

Iltis, gunboat, 1000 tons, 10 guns, 1300 h.p.

Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p... Captain Graf von Posadowsky-Wehner Leipzig, orniser, Captain Engel Luche, gunboat 850 tons, 10 guns, 1344 h.p. Captain-Bölken

Niobe, cruiser, Captain Langemak Tiger, gunboat, 900 tons, 10 guns, 1800 h.p., Captain v. Koss Teingtau, gunboat, 170 tons, 5 guns, 1300 h.p. Vaterland, gunboat,-tons, 3 guns, 500 h.p. Captain Toussaint Vorwaerts, gunboat, First Lieut. Ricchers

Vesuvio, cruiser, 2145 tons Baron de Sain-

PORTUGUESE. Rio Lima, cruiser, 720, tons, 7 guns, Macao. UNITED STATES. Barry, destroyer, 420 tons, Ens. David Lyons Callao, gunboat, 243 tons, Lt. Guy Whitlock,

Chauncey, destroyer, 420 tons, Lt. Frank McCrary, Cavite Chattanooga, oruiser, 3200 tons, Commander R. C. Smith, Swatow Fame, torpede-boat destroyer, 310 tons, 6 Cleveland, cruiser 3200 tons, Commander J. T. Newton, Cavite Colorado, armoured cruiser, 13,680 tons, Captain

S. H. Staunton, Cruising Concord, gunboat, 1710. tons, Commander J. H. Sears, Shanghai Dale, destroyer, 420 tons, Ens. G. V. Stewart

Decatur, destroyer, 420 tons, Ens. C. W Nimita. Cavite Denver, eruiser, 3200 tons, Commander W. Caperton, Shanghai Galveston, cruiser, 3200 tons, Commander

B. W. Hodges, Manila Helena gunboat, 1392 tons, Commander R. M. Hughes, shanghai Maryland, armoured exciser, 13,680 tons, Capt. C. Thomas Cruising Mohican, (station ship), Lieut. Commander M

Monadnock, monitor, 4000 tons, Lt. Commander Miller, Olongapo Monterey, monitor, 4000 tons, Lt. D. W. Todd, Pennsylvania, armoured cruiser, 13,680 tons

Capt. A. Ward, Cruising Quiros, ganboat, 350 tons, Lt. H. P. Perrill, Rainbow, (Rear-Admiral Hemphill's flag ship) Comdr. E. E. Wright, Shanghai

Villalobos, gunboat, 370 tons, Lt. A. Andrwe-Yangtze

(Chinese Daily Press).

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London. July 21st. The American competitors won the final of the eight-hundred metres race and the high jump, and also most of the heats in the sprints in the Stadium yesterday,

London, July 22nd. Walker, the South African, has won th hundred metres race in 10 4-5 sec., defeating Rector, the American crack, amid the immense senthusiasm of fifty thousand people present, who cheered him for five minutes. The Duke of Connaught summoned Walker to the Royal Box, and warmly congratulated him.

London, July 23rd. There was a great uprear at the Stadium to-day during the running of the 400 metres final owing to a foul of the leading couple, Carpenter of America, and Halswell of Great Britain, the crowd believing that Carpenter purposely crowded Halawell in attempting to passhim. The Americans maintain that Car. penter was blameless. The umpires signalled stopping the race and Carpenter finished alone. The race will probably be run again to-morrow.

TROUBLE IN THE NEAR EAST. London, July 22nd,

A Greak band has killed thirty Bulgarian and burned twenty houses at Belpitcia near Monastir.

THE FINE ON THE STANDARD OIL COMPANY.

London, July 22nd The circuit Court of Appeal at Chicago has sunshed he fine of 29 million dollars imposed on the Slandard Oil Company on the 3rd August, 1907, and has ordered a retrial.

ASIATICS IN THE TRANSVAAL.

London, July 22nd. A'despatch from Johannesburg states that ten Indians have been sentenced to four days' The prisoners include the chairman of the Islamic Society and other leaders who hawked to deliberately identify themselves with their humbler brothren.

ENGLISH CRICKET.

London, July 21st. Yorkshire has beaten Gloncester by an innings and 95 runs. Kent has beaten Worcester by an innings and 36 runs.

London, July 22nd. Leicester has besten Derbyshire by 141 runs. Warwickshire has beaten Somerset by 161

Sussex has beaten Lancashire by six wickets, Notes has beaten Essex by eight wickets. Surrey has beaten Hampshire by nine wickets.

THE PHILADELPHIAN CRICKETERS IN ENGLAND

London, July 21st. Middlesex has beaten the Philadelphians by seven wickets.

THE BRITISH-BEEF SUPPLY.

London, July 23ed. Mr. W. Churchill announced in the House of Commons the appointment of a Committee to enquire into how far meat supply is controlled by combination.

DINIZULU'S SALARY

London, July 21st. In the House of Commons Colonel Seely announced that the Imperial Government would pay Dinimulu's relary which the Natal-Government stopped after his arrest despi e Imperial Government's protest. Colonel Seely said he considered the payment an honourable obligation of the Crown. The present situation was detrimental to Dinizulu, whose resources were almost exhausted.

BUNDAY LABOUR ORDINANCE IN THE STRAITS.

London, July 21st. Colonel Seely, replying to Mr. Holt, said that Lord Crewe was informing the Governor of the Straits that he does not object to effect being given to the recommendation of the Straits Select Committee on the Sunday Labour Ordinance as an experiment.

THE DEWAN OF NEPAL.

London, July 21st The Prime Minister of Nepal, interviewed by Renter's representative, said he was returning home strengthened in his loyal support British rule in India and more than ever convinced of the wisdom of the good relations between Nepel and India, and he had urged the same views on the Tibetans. He hoped they would benefit by the new trade regulations. " His Excellency has contributed £1,500 charitable institutions.

RELEASE OF MR. CLARK-KENNED

London, July 22vd. Mr. Clark-Kennedy, who was captured by Moore, has been relased.

DE BEERS MINE TO BE CLOSED. London, July 22nd.

A telegram from Kimberley states that th De Beers Company has decided to close down the Do Beers Mine. This necessitates the discharge of two hundred whites and twelve hundred natives.

GAMBLING IN THE MALAY STATES.

London, July 22nd. In the House of Commons Mr. Laidlaw asked Colonel Seely to consider the refusal to continue licensed gambling in the Malay States after the Present leases expire.

Colonel Seely said that, while desirous of ending the system, precipitate action would do more harm than good.

PROMOTING BRITISH COLONIAL. TRADE.

The Postmeater General encourage that the continuence of the breadfault increase the facilities for trade in small articles long after the Continuent Great-Reitein is to trees or more community of the new trimmings. within the Empire he has been in negotiation day the largest consumer of petrol in Europe. hax and hemp. France makes cigarette papers with certain of the Colonies and Dependencies The consumption in the United Kingdom in for the whole world, the output of Austria and for the establishment of a mutual cash-on- 1904 was 30,000 tone; in 1905, 59,000 tons; in Italy being insignificant. delivery system nuder which goods can be 1906, 85, 00 tons; in 1907, 100,000 tons; whilst posted from Great Britain and the money in 1908 it is expected to reach 120,000 tons. collected for the vendor by the post-office at In France the consumption has remained their destination, and vice versa. The first of practically stationary during all those years. these services came into operation on June It may well be that the short-sighted policy and will be available between the United of the French Government in refusing facil. Charmant will enable you to do it. Her Kingdom and Egypt, Malta, Cyprus, and the lities and placing a prohibitive tax upon Eastern Beirut, Salonika, and Tangier,

of this company was held on June 30 at Win-Samuel, Bart, presiding.

accounts which I now have the pleasure of placing before you of the company for the which have been hithert; presented to you. upon which I heartily congratulate you (Hear, hear.) To attain this end it has been necessary to apply, not only the whole of your The company, therefore, still have 200,000 owing to the ever-increasing importance of shares in reserve for issue should developments our bye-products, we may look forward call for it. I can scarely expect you to carry in with great confidence to the future. We your minds the figures of the last balance sheet. have not healtated, therefore, in paping you but I may tell you that the amount owing on on account of the profits of 19 8 an interim bills payable, on current and other accounts and dividend of 5 per cent. I have much pleasure unmatured liabilities, and charges upon stramers in moving the adoption of the report, balanceand installations, amounted to £499.851 12s. 7d. We have further contributed in cash to the new companies £399,203 9s. 7d., and made payments | share on the ordinary shares for the year 1907. imprisonment for bawking without licenses. in respect of other liablities which had to be discharged by us in connexion with the amalgamation, £95,322 11s, 6d. This approximately accounts for the money that we have invested on your behalf from our reserve and the new capital. The new "reserve fund" of £100,000 which we have started is in actual cash, as is the £83.817

19s. 4d. carried forward. THE TWO SUBSIDIARY COMPANIES. With our report we have circulated summarized balance sheets of the two subsidiary companies. Very ample appropriations for depreciation have been made in the two companies. If such figures are maintained, it is very obvious that in the course of a few years the position will be even stronger than it is at present. Referring first to the balance-sheet of the Batasische Petroleum Mastschappij, you will find that there has been put aside for depreciation £200,000, besides £91,600 provided by the Nederlandsch Indische Industrie en Handel Mastechappij. Inasmuch as the extire work of drilling and of geological survey has passed to wording accounts, this "Reserve" for depreciation is, in reality, very much larger than it appears. In addition to this, the geological surveys have resulted in the location of new anticlinals, of which it is impossible to overrata the importance, and which are quite sufficient to fortify your directors belief in the richness of the fields and their endurance for very many years to come. We start the year 1908 with an insurance fund of no less than £100,000. You will will find in the Batafeche balance-sheet an matter which is, of course, of enormous impor- the last supplies. Some of them are old friends when they had commercial appointments abroad;

the Angla Saxon Petroleum Company (Ltd), crew, well equipped in every respect. the world. In missionary effort no opening, I regret that in making a summarized balance. A press representative who visited the ship must be missed in any portion of the world. she t it was not thought necessary to state a found the hardy Newloundlanders busy storing Fathers and mothers were proud of their sons tance—namely, that no less than £ 80 000 had of Peary, and have been towards the North they should should be just as proud when those been set aside for depreciation. This sum had Pole previously, and rather enjoyed the ex- cons became missionaries. There must also be deducted from the assets instead of being shown perionee. One said he found the damp cold of perseverance, especially in the form of help from established, the amount carried forward, and the provision for depresiation made in all the companies, a sum of over £800,000 has been set aside, cally could compare for discomfort with the and yet the magnificent result of £1,100,000 in | heat wave which is now killing scores and the Bataafache Petroleum Mantschappij and of prostrating hundreds in the Eastern States of £400,000 in the Anglo-Saxon Petroleum Company (Limited) is available for dividend. Of this the aggregate share of the "Shell" Company would have amounted to £600,000 but, the cost of the new issue, and of adjustments from the President's hand the new national flag. relating to previous accounts—items which will not recur-reduce the amount actually available to £556,001 13s. 9J. A further sum of £21,000 has been written off the profits, this sum consisting of the stamp duty on the establishment

£3,000 for the transfer stamps on the shares of Asiatic Petroleum Company (Limited) to the -Auglo-Saxou-Petroleum-Company (Limited. This, again, is a non-recurring item. In justice to your directors, it is only right to state how correct was their view of the value of the preference shares in this company, when they insisted upon maintain ing the rate at 5 per cent instead of making the rate of interest 5 per cent., as they were urged to do. There is probably no industrial security substituted. Thus, the cigar and cigarette which should rank higher than the preference shares in bis company. The directors of the stantial, siry eigarette is (says the Boston "Shell" Transport and Trading Company (Limited) serving on the boards of the Batast. sche Petroleum Maatschappij and the Anglo-Saxon Petroleum Company (Limited) are in a minority. It is due to our Dutch colleagues to say that we have never had any differences with them, that the greatest weight is given to our views, and I have absolute faith that the future of the business is in safe hands. In Mr. Deterding, the managing director, we have a cigarettes publicly in London was Laurence

devote their best abilities ungrudgingly to it. THE IMPORTS OF PETROL

other bensines, even on those of inferior

THE "SHELL" TRANSPORT AND quality, with which, the unfortunate French | CHRHSTNIATY AND COMMERCE. consumer has to be satisfied, may have retarded the growth of the motor industry in that country The annual general meeting of the members just as the great advantage of having an ideal petrol in "Bhell" bas contributed to the growth chester-house, Old Broad-street, Sir Marcus of it in Great Britain. Motorists need be under no apprehension whatever as to supplies being The Secretary (Mr. E. A. Smith-Rewse) read forthcoming to meet any demand which may the notice calling the meeting and the auditors' arise. As the petrol produced in British India is ambject to the same disqualification in France The Chairman then addressed the meeting, as the Borneo and Sumatra petrol, it is to be and in the course of his remarks, said :- Gentle. hoped that the energetic steps now being taken men as I premised at our last meeting, the by the Foreign Office to induce the French

Government to admit petrol the produce of British Judia on the same terms as its rivals may year 1907, are semewhat different to those have some effect. There is no doubt that we are terribly handicapped by our inelastic financial The essets are changed, and now consist system, which presents our giving any quid pro of shares in the Anglo Saxon Petroleum q o to the French Government for the con-Company (Limited) and the Bataafsche Petro cession we desire to obtain from them. (dear, leum Mastechappi). These companies are the hear) Liquid fuel, which this company holders of the whole of your former property, so greatly belped to pioneer, is assuming as well as that of the Royal Dutch Company more importance every day, and, whilst our The nominal amount of the shares held by us is supplies continue large, consumption in the in excess of that shown in the balance-sheet. Eastern markets has increased so rapidly that because, of course, we have placed the shares at | we now have no difficulty in disposing of our the actual cost to this company. Your com- output. In addition to lighters, our company, for the first time in its history, has no panies have at their disposal for transport. debts of any description outstanding - matter purposes a fleet of 29 steamers with a carrying capacity of 147,000 tons, whilst, during the year under review, we have had other steamers under charter. To replace these, two new steamers capital, including the proceeds of the issue of of about 7,000 tons each, specially adapted for the new shares, but also the whole of the the transport of petrol in bulk, are being built previously accumulated reserve fund, together in Great Britain for the Anglo-Saxon Petroleum with the £170,000 which we have appropriated Company (Limited), whilst a lighter of 1,500, from the profits of 1906. It will be in tone and a tug of 800 horse-power were built in the recollection of the shareholders that Du'ch yards for that company. In order to a res rve it was only necessary to issue | tank lighters of 1,500 tons each, and two sheet, and profit and loss account, together with the confirmation of a final dividend of 1s. per

Mr. R. J. Black seconded the motion. The Chairman, in answer to Sir Fortesone Flannery, stated that there was quite an open market for the shares of the company, and every motoriet who became a shareholder enjoyed a system of co-operation. In reply to Mr. Oppenheim, the Chairman added that the board would submit to their fellow-directors of the subsidiary companies the suggestion as the issue by the latter of a profit and loss

The motion was unanimously adopted; and resolutions were afterwards passed re-electing the retiring directers and auditors, and cordially thanking the chairman and directors for their

services in the past year. The proceedings then terminated.

POLAR EXPEDITION

COMMANDER PEART'S HOPES Now or never." said Commander Peary

England will plant the Union Jack there. This for the Propagation of the Gospel last year was item of nearly £1 200,000 under the item of appeal to patriotism succeeded, and the Com- £190,000 while the City of London paid income Deblors," but the whole of the money has been mander, in the ship Roosevelt, starts again, with tax on forty millions. Millions instead of since paid. Referring to the belance-sheet of his Newfoundland skipper and Newfoundland housands must be devoted to the conversion of

New York last January infinitely more trying home for the men who were overworked abroad. than the dry temperature of the Arctic, and (Cheers.) that nothing he bad experienced atmospheri-

On the way north, the Peary expedition was to stop at Oyster Bay, to give Mr. Roosevelt a chance of inaposting the ship, and to receive which the explorer promises to place, if not at the North Pole, at least further North than surother man has reached. The ship flips a very tattered Stars and Stripes. It was intact ence, but Commander Peary out off pieces at the Angle-Saxon Petroleum Company the various important stages of his last journey, (Limited), legal expenses and no less than and left them behind buried in carrie, as souvenirs of the expedition.

America.

HISTORY OF THE CIGARETTE.

The modern eigerette seems to have origin. sted in Spain, where, maize or other suitable unobtainable, a thin sheet of paper. was assumed distinct forms. The dainty, unsub-Herald') the natural smoke of the Latin peoples. Its use in America dates from only some forty years ago. In 1845 a writer noted of Canada. that the eigerette was smoked by foreign visitors only. The Crimean War of 1854 56 led many military and naval officers to adopt this mode of smoking, then common in Malta, the Levant, Turkey and Russia. The first well known person who smoked

gentleman who is nothing less than a genius. Oliphant, who had acquired the practice during He has just returned from a tour of inspection his many years' residence in Rus-ia, Turkey, of the company's fields in the East. I consider and Austria. At that time smokers made their it is most fortunate in the interests of all that own eigerettes as they needed them. About we have secured his ser vices, together with 1865 or 1866 the use of cigarettes had so those of Mr. Hugo Loudon, Dr. A. J. spread that manufacturers began to cater for Cohen Stuart, and Mr. R. Waley ohen, who cigarette smokers. Even then manufacturers are jointly the managers of the business, and employed only a single man, usually a Pole or Russian, to make up cigarettes occasionally. The firm that now turns out the most oigarettes Of the imports of petrol to the United in England at that time made only a few Kingdom to June 15, no less than 10,400,000 hundred pounds of tobacco a year into the gailons came from the East Indies, as against dainty, paper enveloped rolls. The demand for 1.60 ,000 gallons from the United States oigniettes increased, and they are now turned (Cheers.) I here is no instance that I know of out by machines, which are marvels of ingenuity: a trade which has by sheer merit of quality in at the rate of two hundred to four hundred a so short a time gained such dimensions as that a minute Rice paper with which cigarettes The greatly of enjoyed by the sale of "Skell" spirit. It is see made has nothing to do with the boat.

How to BE BEAUTIFUL-Keep your complexion, Mrs. Eilen's Creme Charmante, Lait Charmant and Special Skin Tonio and Pondre Specialities for the Skin are the study of a British post-offices at Constantinople, Smyrns, petrol in comparise; with that levied on lifetime. A S. Watson & Co., Ltd., Sole Agents

MISSIONARY MESTING IN THE GUILDHALL,

A great missionary demonstration, arranged by the Scolety for the Propagation of the Gospel, took place in the Guildball London recently during the luncheon interval. The Lord Mayor of London (Sir John Bell), who was supported by his Sheriffs presided, and the speeches were made by the Archtishop of Brisbaue, the Bishop; of Chicago, and the Bishop of London. The audience was a large one, and was composed of delegates to the Pan-Anglican Congress and business men, and the observations of the speakers were principally directed to the connection between Coristianity and com herce. The Lord Mayor briefly we comed the gathering to the Guildhall.

The Archbishop of Brisbane put before the meeting three great axioms which he wanted to impress on the face of the City of London. The first was that the evangelisation of the world was the most important duty of the Church (Cheers). The second pri ciple was that of the evangelisation of the world Christian commerce was the essential means. Christianity was first spread along the great routes of the world, and Christian work had been chiefly done by the rank and file of the Church. It was in that way that Christianity reached Rome, and before St. Augustine's day Christianity was brought to England by business men. Commerce bulked larger now than it did in those early days, and many noble Christians had been the pioneers of commerce. Some men went abroad with religious influences, but some went with the board had authority to issue 500,000 cheapen transport in Koetei, the Bataafsche Christian commerce if Christianity was to be sheres. Thanks to their providence in build. Petroleum Mastschappij are building three spread throughout the world. The third prin-300,000 new shares instead of the 500,000. large tugs, also in Dutch yards. We believe that Business men abould realise that the true meaning of the word "success" was not growing rich or being happier, but leaving the world a little bet'er than they found it. (Cheers).

The Bishop of Chicago, speaking for the American Church, said that the Christian feligion was the universal religion, because it meant Christian morality, righteousness, and ethics in the affairs of men, because nothing could supplant it, and because nothing could exert a greate power for good. Christianity had laid the cornerstones of the highest civilisations, brushed aside certain false social systems, improved men's conception of duty, enriched our best literature, inspired our highest art, created its own grand architecture, founded historic halls of learning, sanctified domestic life, and lifted millions of people out of the mire of their sins. In spite of unfortunate divisions which wasted so much energy, in spite of the feebleness of its administration; the Christian Church was still the most magnificent force for truth that the world had ever seen. If the records of missionary activity in the past were blotted out, if o thedrals and churches were pulled down, if preschers' voices were hushed, there was not an archangel whose tongue would be eloquent enough to depict the vestness and horribleness of the catastrophe that would ensue.

The Bishop of London, who was received with enthusiasm, said that he began to see the realisation of his dream that the Diocese of London should be the greatest missionary diocese in the world. With the aid of the Lord Mayor that when talking of his new expedition to find the might be done. The great husiness of the North Pole, which set sail lest month. This Christian Church was the conversion of the is my minth expedition, and I am as enthusiastic world, however important it might be to spread as ever." Commander Peary would have sailed commerce and civilisation. Business men, for before, but the American public did not respond success, needed belief in the possibility and very quickly this time to his request for funds, soundness of the business, capital, enterprise, and so he has been dallying in New York, very and perseverance. The Pan-Angliean Conferbusy sending rou d the hat. He has been ence had shown the possibility and soundness of telling the laggards that if America does not missionary effort, for it had disproved travellers' plant the Stars and Stripes at the North Pole tales. As for capital, the income of the Society

> The meeting then terminated, the Lord Mayor being thanked by a member of the audience.

OPIUM TRADE IN CANADA.

Mr. Mackenzie King, Deputy Minister of Labour, reporting on his investigation of the claims of Chinese residents of Vancouver for damages in connection with the riots in September, emphasises the fact that among the claims are two of 600 dollars each made by opium manufacturers. Mr. King says that one of the proprietors employed ten and the other nineteen employees and that their gross receipts were 360,000 dollars a year, and that one firm had been in the business for ten years and the other twenty-one years. Their average profits were 16,000 dollars each. Last year both firms are said to have sold to whiten as well as to Orien. tals, and the product was consumed in different parts of Canada. Mr. King says: "Regarding it as an anomaly that the Government of Canada should in any circumstances be held vegetable envelopes for the tobacco being bound to make good pecuniary losses so inimical to our national welfare, I feel it my duly to suggest legislation for the suppression of the opium trade in Canada." The Deputy Minister adds that any legislation to this end would have the hearty endorsement of a large proportion of Chinese and the Anti-Opium League

LAUNCH CAPTAIN TO BE PUT ON TRIAL

Complaint has been filed in the court of first instance at Manila against Pedro Eduardo, the master of the "San Gabriel," whose conduct is claimed to have been mainly responsible for the beartrending scenes witnessed on the foundering of the ferryboat in the secent typhcon, The complaint, says the Cablenews, charges reckless negligence, and cites F. S. Cairpa, Francisco de la Pena, the supercargo; Cavino Maningat, the captain of the Buena Sucrte and Ariaco Obispo, of the customs secret service as witnesses. The complaint opens by accusing Eduardo of "executing, through reckless negligence, an act that if done with malice would [ (Formerly of the Imperial Chinese Customs constitute a grave crime;" and then states in detail the facts upon which the prosecution will seek to prove reckless negligence. The points upon which stress is laid are :-The greatly over-loaded condition of the

he unsesworthy condition of her hull Eduardos taking the hoat into the teeth of a typhoon, inviting certain shipwree c.

The date of the trial has not yet been set.

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1868; Peking, 1880; Immigration, 1894; articles are bought by charitable persons and

ermany:- Tientsin, 1861; Peking, 1880; very large establishment, which is maintained

Kiaochan Convention, 1898; Railway and by the alms of friends and in a great measure by

Fapan:—Shimonoseki, 1895; Lizotung Cons- by no means an idle life within the conven-

1896. Supplementary Commercial, 1903. Hongkong, 18th May, 1904.

Commercial, 1903.

Mining Concession, 1898.

vention, 1895; Commercial, 1896; New Port | walls.

the Sisters are thus helped to keep up their

the cornings of the girls themselves, who lead

ME Hung Li -Plums' Swatow..... 1b 8 Bin Tai-Pears, Cooking Canton Hang Tsi-Persiminons large Pun Ti Po Lo-Pine-apple ..... Pineapple Cooking only... 2nd 重大 Tai Tsiu—Plantains ..... Luk Yan -Pumelo, Amoy ... each -A Chim Lo Luk Yau -Pumelo, Siam ,, 10 San Hop To-Walnuts, Fresh 16 Hop To-Walnuts Green Shanghai Lo Kwat lb. VEGETABLES, &c. 甘油Y独上 Shanghai Ya Chi Chuk-Artichokse, Shanghai Loong Soo Ts'oi-Asparagus, dos. .... Chuk Sun-Bamboo Shoots ... 1b. Mr Nga Tsdi-Beans, Sprout AT Tau Kok- Long..... Min Tau- , Broad ..... Pin Tau- , French, S'hai 通門漢 O Moon Bin Tau—Beans, Macao (French) Bestroot ... each 4 ARE Hung Tau Ts'o Sho ..... baudle -\* Kan Sun-Cane jals, Grreen ... lb. -Tring Ke-Brin Red..... 本日 Pak Ta'oi—Brassica 器督 Chuk Shun —Bamboo Shoots. 本本 Kai Ta'oi—Cabbage, Chinese 本件事上 S'hai Kai Ts'oi- Shanghai each 15 Kam San — Carrots ..... 在数据 Ye Ta'oi Fä—Cauliflower..... each — 在英華大 Ta Yo Tsoi Fa.\_ " Large Size " 佐集層中 Chung Ye Ts'of Fa -Cauliflower. \_\_ 基序 Can Ts'oi—Celery, China ...... lb. 本户牌 Young Can Te'oi—Colory, Eng. 上海 Ta'ing Lat Tsiu—Chilies, Green 数据 Hung Fa-Taiu-Chilies, Red ... ,, 10 Teing Kwa-Cucumbers ..... # Male Ka Li Te'oi Liu-CurryStud, English ..... ME Ch'ung Tau-Garlio..... Lo Keung-Ginger, old Tes Keung-Ginger, young ... Ta'ing Tan-Green Peas..... 714 Kan Lik-Horse Radish, Shai 20 Suk Mai-Sweet Corn.....piece 4 ## Young Shang Te'oi-Lettuce ... Mush Melon .... 蓝草生 Shang Tso Ku-Mushrooms, 40 fresh ₩ M5 Ke—Ochra .... Man Young Ts'ang Tau-Onions. Bombay 6 准生 Shang Ts'ung—Onions, Green ... 4 桑基本品 Yat Pun Ts'ung Tan-Onions. Mask L Shanghai To'ung Tau-Onions. 董亀 Mō ks—Okroes ..... 秦克神 Young Yuen Si-Parsiey, Eng. bundle ... ... per if \$1.00 F書灣和 Foochow Shu Tsai—Potatoes. Foodhow .....lb. 8 FEEL Shanghai Shu Tsai-Potatoe Shanghai . 3 任書本日 Yat Pun Shu Tsai-Potatoes. Japanese ..... 仔書門號 O Mun Shu Tsai -- Potatoes. 任事故花 Fa Ke Shu Tsai-Potatoes. American ...... Fan Shu-Potatoes, Sweet..... Tong Kwa-Pumpkin MAR Chu Teal Ta'oi - Pursline #BEH Hung Lo Pak Tsai-Badish ... Ye Ts'oi -- Cabbage Root .... each ---Yin Ts'oi -Spinach ..... Yin Ta'oi —Spinach ## Fan Ke-l'omatoes..... 畫 Lo Pak-Spinach Chinase ..... 角董 Tau kok...... 基準 Lien Ngau-Lily Root ..... MEA Young Lo Pak-Turnips, Eng. ... Tsit Kwa - Vegetable Marrow, American , 10 BE Ma Tai -Water Chestnuts. Common ...... 8 增属体性 Kwei Lam Ma Tai - Water Chestnuts, Mandarin ..... 8 # 55 Sai Yuong le'oi - Water Cresses , 15 The prices necessarly vary from day to day and the Sanitary Board has no power to compe stalholders to sali at the price quoted. C. McI. MESSER. Secretary, Sanitary, Board. BISHI DOCKYARD AND ENGINE WORKS, INAGASAKI. CODE WORD . " DOCK." A.B.C., and Engineering Code Used NEW DOOR NOW OFEN. -D ) J & \_N ., -3,-Score na Langth ... ... 723 feet. Length on Blooks ... ... 714 ... Width of Entrance on Top , 981 With of Entrance on Bottom... 88 Water on Blocks at Spring Tide 841 DOCK No. 1. Estrone Length ... Lingth on Blocks ... 100 500 518 Width of Entrance on Top Width of Entrance on Bottom. Water on Blocks at Spring Tide DOCK No. 2. Extreme Length ... ... 371 feets Longth on Blooks ... 3850 Width of Entrance on Top ... 66 Width of Entrance on Bottom. 53 Water on Blocks at Spring Tide PATENT SLIP. Raidable for seconds up to Live STHE WORKS are well equipped with A LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL

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